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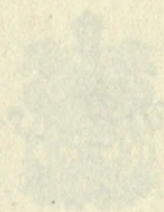


OTTAWA - CANADA

ANNUAL  
DEPARTMENTAL  
REPORTS

1925-26

VOL. IV



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( DOMINION OF CANADA )

REPORTS

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OTTAWA

F. A. ACLAND

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1927



DOMINION OF CANADA



ANNUAL  
DEPARTMENTAL  
REPORTS

1925-26

VOL. IV

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PRINTED TO THE KING'S MOST EXCELLENT MAJESTY  
BY  
F. A. AGLAND  
OTTAWA



# ANNUAL DEPARTMENTAL REPORTS

## VOLUME I

**Auditor General**, for the fiscal year ended March 31, 1926.

## VOLUME II

**Public Accounts**, for the fiscal year ended March 31, 1926.

**Customs and Excise; Department of**, containing accounts of Revenue with statements relative to the Imports, Exports, and Excise of the Dominion of Canada, for the fiscal year ended March 31, 1926.

**Shipping Report (Customs and Excise)**, containing the Statements of Navigation and Shipping for the fiscal year ended March 31, 1926.

**Trade and Commerce, Department of**, for the fiscal year ended March 31, 1926.

**Weights and Measures, Electricity and Gas Inspection Services (Trade and Commerce)**, for the fiscal year ended March 31, 1926.

**Commissioner of Patents and Copyrights**, for the fiscal year ended March 31, 1926.

**Board of Grain Commissioners for Canada (Trade and Commerce)**, for the crop year ended August 31, 1926.

**Interior; Department of the**, for the fiscal year ended March 31, 1926.

**Immigration and Colonization; Department of**, for the fiscal year ended March 31, 1926.

**Indian Affairs; Department of**, for the fiscal year ended March 31, 1926.

**Mines; Department of**, for the fiscal year ended March 31, 1926.

**Agriculture, Department of**, for the fiscal year ended March 31, 1926.

**National Defence; Department of, (Militia and Air Service)**, for the fiscal year ended March 31, 1926.

**National Defence; Department of, (Naval Service)**, for the fiscal year ended March 31, 1926.



**Soldiers' Civil Re-establishment; Department of,** for the fiscal year ended March 31, 1926.

**Health; Department of,** for the fiscal year ended March 31, 1926.

### **VOLUME III**

**Superintendent of Penitentiaries,** for the fiscal year ended March 31, 1926.

**Royal Canadian Mounted Police,** for the year ended September 30, 1926.

**Secretary of State, Department of the,** for the fiscal year ended March 31, 1926.

**Public Archives,** for the year 1926.

**Civil Service Commission,** for the calendar year ended December 31, 1926.

**External Affairs; Department of the Secretary of State for,** for the fiscal year ended March 31, 1926.

**Labour; Department of the,** for the fiscal year ended March 31, 1926.

**Public Printing and Stationery; Department of,** for the fiscal year ended March 31, 1926.

**Marine and Fisheries (Marine); Department of,** for the fiscal year ended March 31, 1926.

**Marine and Fisheries (Fisheries); Department of,** for the fiscal year ended March 31, 1926.

### **VOLUME IV**

**Post Office; Department of the,** for the fiscal year ended March 31, 1926.

**Public Works; Department of,** for the fiscal year ended March 31, 1926.

**Railways and Canals; Department of,** for the fiscal year ended March 31, 1926.

**Board of Railway Commissioners for Canada,** for the calendar year ended December 31, 1926.

**Chief Electoral Officer (By-elections 1925-26.)**

**Chief Electoral Officer (Sixteenth General Election), 1926.**

### **VOLUME V**

**Trade of Canada (Imports for Consumption and Exports),** for the fiscal year ended March 31, 1926.



DOMINION OF CANADA

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED MARCH 31

1926



OTTAWA  
F. A. ACLAND  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1926

OFFICE OF THE COMMISSIONER

REPORT

OF THE

POSTMASTER GENERAL

FOR THE YEAR 1898

1898



WASHINGTON: GOVERNMENT PRINTING OFFICE: 1898



*To His Excellency the Right Honourable Viscount Willingdon, G.C.S.I.,  
G.C.M.G., G.C.I.E., G.B.E., Governor General and Commander-in-Chief  
of the Dominion of Canada,*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to forward to your Excellency the accompanying report of the Post Office Department of the Dominion of Canada, for the year ended March 31, 1926, which is respectfully submitted.

I have the honour to be, sir,

Your Excellency's most obedient servant,

P. J. VENIOT,  
*Postmaster General.*

POST OFFICE DEPARTMENT,  
OTTAWA, October 27, 1926.

# CONTENTS

## OF THE

### REPORT OF THE DEPUTY POSTMASTER GENERAL

#### FOR THE FISCAL YEAR ENDED MARCH 31, 1926

	PAGE
General Statement.....	9
showing number of post offices established and closed, and extension of rural mail delivery.	
General Financial statement.....	10
showing net revenue and expenditure, salaries of outside service (postmasters and staff in city offices, post office inspectors, and staff, railway mail service and letter carriers), detailed statements of revenue.	
deductions and expenditure, also salaries and allowances to postmasters at all offices which are not placed on the city post office basis.	
Canadian postal notes paid and sold.....	11
British postal orders paid.....	11
Money order transactions, detailed statements..	12-15
Post Office Savings Bank, detailed statements .....	15-17
Railway Mail Service, detailed statements.....	18-20
Postage stamps.....	20
Inspection Service.....	20-21
Dead Letter Office transactions.....	21-22
Equipment and Supply Branch, detailed statement.....	22
Accounting Offices, with gross postal revenue of each office:—	
In Province of Ontario.....	23-34
" Quebec.....	34-43
" Nova Scotia.....	43-45
" New Brunswick.....	46-47
" Prince Edward Island.....	48
" Manitoba.....	48-51
" Saskatchewan.....	51-56
" Alberta.....	56-60
" British Columbia.....	61-64
In Yukon Territory.....	64
Non-accounting offices, with revenue of each office.....	65-112



# REPORT OF THE DEPUTY POSTMASTER GENERAL

1925-26

POST OFFICE DEPARTMENT,

OTTAWA, October 21, 1926.

To the Honourable

PETER J. VENIOT, LL.D., M.P.,  
Postmaster General of Canada.

I have the honour to submit the following report of the operations of the Post Office Department for the fiscal year ended March 31, 1926.

## REDUCTIONS IN LETTER RATES

The domestic rate of postage on letters, which had already applied for many years on correspondence going to the United States and Mexico, was extended to the British West Indies from the first of July, 1925, and on the first of September following, it came into effect on letters going to Newfoundland and to any other part of the North American continent. The rate to any of these places from Canada became, therefore, 3 cents for the first ounce and 2 cents for each subsequent ounce.

## RETURN TO "PENNY POSTAGE"

As a result of the considerable improvement in the financial condition of the country during the last year or two, which made possible some alleviation as regards the taxes of various kinds collected from our people, it was decided to remove the war tax on letters (other than drop letters), a tax which was imposed, not by the Post Office Department, but under the Special War Revenue Act of 1915, and which of all the taxes given effect by that Act, had perhaps the most general application to the citizens of the Dominion, since every person using the Post Office contributed under the resulting increase in letter postage. The withdrawal of this tax was made effective as from July 1, 1926. The consequent return to penny postage for letters addressed to places in Canada, the United States, and other portions of the North American continent was warmly welcomed by the public generally.

The rate on letters for Great Britain and other parts of the Empire was similarly reduced from four cents to three cents, from July 1, 1926, by the removal of this tax, and this also met with general favour.

The saving in postage to the public, and especially to the business public, under the new rates, will aggregate a large sum annually.

## STOCKHOLM POSTAL UNION CONVENTION EFFECTIVE

The changes in Postal Union rates of postage and regulations resulting from the Congress of the Universal Postal Union held at Stockholm in 1924, came into effect on October 1, 1925. The new postage rate adopted by Canada as from that date for letters addressed to Postal Union countries, other than those with which we have special arrangements in that respect, is eight cents for the first ounce and four cents for each subsequent ounce.

## MONEY ORDER BUSINESS

From July 1, 1925, the war tax on money orders and postal notes not exceeding a value of \$5 was discontinued. On August 1 following, money order business with Mexico, which had been suspended since November, 1914, was resumed, and on the same date a convention with the Kingdom of Serbs, Croates and Slovenes (Jugo-Slavia) became effective, providing for an interchange of money orders with that country. On August 1, 1925, an arrangement was made for the resumption of money order business with Hungary—which had been suspended during the war—through the agency of the British Postal Department.

## POSTAL EDUCATIONAL CAMPAIGN

The postal educational campaign carried on for some years now in various forms was closely followed up throughout the past year, and an increasing interest and willingness to co-operate are being shown by the public as they become more familiar with what is required of them in the interests of efficient postal service. The postal exhibits at exhibitions and fall fairs continue to attract a large measure of attention from visitors, and with the hearty co-operation of the local postal officials, provide an excellent opportunity for reaching the public successfully with postal information, advice and warnings. Our motion picture, slides, etc., dealing with the post office service have been widely utilized, both at the postal exhibits and in connection with talks given by postal officials at numerous points throughout the Dominion as opportunity offered. Some of our postmasters and other officers have shown gratifying interest and initiative in effectively using such means of postal education of the public. Much appreciative comment reaches the department from time to time from the general public respecting its wide-awake policy along these and other lines.

## ONE-HALF CENT RATE ON PRINTED CIRCULARS FOR LOCAL DISTRIBUTION TO HOUSEHOLDERS

In an effort to meet present day business requirements, the rate on printed circulars soliciting business, for local distribution to householders, was reduced to one-half cent each. It was considered that the cost of labour saved by not having to sort up the circulars should be credited to the mailers.

## CASH REGISTERS USED FOR POSTAGE-PAID-IN-CASH SYSTEM

Following the successful working of postage impression machines for prepayment of postage, we have gone a step farther in the use of mechanical impressions by introducing commercial cash registers for prepayment of postage on parcels of third class matter or parcel post. This system was placed in operation in our service in October, 1925, and offers many advantages not only to the Post Office, but to large business houses which have also adopted it.

Instead of using postage stamps, the correct amount of postage is punched on the keys of the cash register which then records this amount on a strip of gummed paper. This strip, which is affixed to the parcel shows in addition to the amount of postage prepaid, the permit number of the machine, the place and date of mailing and the serial number of the parcel. An actual record of the postage is kept on the recording device of the cash register.

In so far as the postal patron is concerned, weighing, computing and affixing postage, and depositing parcels in the receiver, are now things of the past. No matter how many parcels he has, he simply presents them to the Post Office employee who advises him as to the amount of postage and all he has to do is to hand in the cash. The Post Office employee does the rest. Results—less congestion, quicker service.



## C.O.D. SERVICE

Throughout the country generally the public are realizing the facilities offered by the Post Office C.O.D., service which fact is evidenced by the large increase in the number of C.O.D. articles mailed. Over 1,000,000 articles were sent C.O.D. during the year (an increase of 250,000 over the previous year), the fees amounting to more than \$150,000.

## INSURANCE OF PARCELS

The number of insured parcels mailed is steadily increasing, more than 3,100,000 insured parcels having been mailed during the year, the insurance fees amounting to upwards of \$155,000.

Further developments of the insurance system were carried out and services extended during the year to China, Grenada, Hong Kong, Newfoundland and New Zealand, in addition to the services to Germany, Great Britain, Holland, Irish Free State, St. Vincent, and the United States.

Negotiations with other countries are at present under way, with the object of arranging further extensions of the insurance system.

## ZONING OF CITIES

In an endeavor to further speed up the delivery of mail in cities, the department has inaugurated a zoning system.

Under this arrangement large cities will be divided into certain zones with corresponding number, which will form part of the post office address. The placing of the number of the zone on the letter enables it to get to its destination within the shortest possible space of time.

So far this innovation has only been applied to Toronto, but it is the intention of the Department to extend it to other cities where the quantity of mail received and the size of the city warrants it.

## POSTAL TERMINAL "A", TORONTO

The developments in connection with the Union Station at Toronto will necessitate a complete rearrangement of the methods followed in the Toronto Postal Terminal "A".

With a view to coping with the situation, intensive study has been undertaken of Postal methods, and plans have been prepared which cover the most up-to-date method of handling mail.

The program at Toronto has been so planned that the department will be able to take care of the mail developments for the next decade with the least possible disarrangement of the public service.

The plans include incline belts for the conveyance of mails and also belt distributors to facilitate and expedite the sortation of parcel post.

Studies are also being made of other large postal centres such as Montreal, Vancouver, Winnipeg, with a view to giving the public the best service possible.

## EFFECTIVE INSPECTION REDUCES LOSSES

As a result of extra effort put forth to decrease the loss of mail matter and for the detection of those guilty of stealing from the mails, 92 persons were placed under arrest during the past year, charged with stealing from the mails, and 84 were convicted and sentenced to imprisonment.

During the year, as a result of closer check kept on mails and also due in part to extension of the use of locks on parcel bags, the proportion of losses both of insured articles and C.O.D. articles decreased 13%.

Inspection work in the field has been extended to cover yearly a certain proportion of non-accounting offices, so as to provide for the observation of postal work carried on in outlying offices.

#### INCREASED LIMIT OF WEIGHT FOR PARCEL POST

In September, 1925, the weight limit for parcel post passing in the mails within Canada was increased to fifteen pounds. As this allowed the acceptance in the mails of a good many articles of general use which had been slightly over the former limit of eleven pounds, it was felt that it would be in the interest of the public and prove a real convenience. It is especially of value where it is desired to forward such heavier articles to parts of the country to which the post office is practically the only means of conveyance. This increase in weight appears to have been appreciated and taken advantage of both by business men and the public generally.

The new limit of weight was also extended on January 1, 1926, to apply to parcels going from Canada to Great Britain (including Northern Ireland) and to the United States, and on February 1, 1926, to Newfoundland.

Summarized statements covering the various branches of the Department are appended.

L. J. GABOURY,  
*Deputy Postmaster General.*



## NUMBER OF POST OFFICES

STATEMENT showing the number of Post Offices in operation in the Dominion on March 31, 1925, the number of Post Offices established and the number of Post Offices closed during the year from March 31, 1925, to March 31, 1926, and the number in operation on March 31, 1926.

Province	Number of Post Offices in operation at end of fiscal year 1925	Number of Post Offices established from March 31, 1925 to March 31, 1926	Number of Post Offices closed from March 31, 1925 to March 31, 1926	Number of Post Offices in operation on March 31, 1926
Ontario.....	2,588	57	32	2,613
Quebec.....	2,396	47	14	2,429
Nova Scotia.....	1,793	11	13	1,791
New Brunswick.....	1,126	13	20	1,119
Prince Edward Island.....	130	1	.....	131
British Columbia.....	871	15	18	868
Manitoba.....	813	36	31	818
Alberta.....	1,211	25	33	1,203
Saskatchewan.....	1,414	32	13	1,433
Yukon.....	19	1	.....	20
Northwest Territory.....	15	1	2	14
Total.....	12,376	239	176	12,439

Total number of post offices in operation on March 31, 1925.....	12,376
Number of post offices established from March 31, 1925 to March 31, 1926.....	239
Number of post offices closed from March 31, 1925 to March 31, 1926.....	176
Total number of post offices in operation on March 31, 1926.....	12,439
Net increase.....	63

## RURAL MAIL DELIVERY

While, during the last four years, the expansion of the Rural Mail Delivery system has been restricted on account of the necessity for rigid economy, the continued development of the western provinces involving as it has done the establishment of good roads, consequent on the great increase in population, has been reflected in an insistent demand for improved postal facilities.

With a view, therefore, to providing an adequate mail service system throughout the western provinces, inquiry is being made as to the practicability of establishing rural mail delivery in such districts as are well settled and throughout which the roads are permanent in nature and in good and passable condition at all seasons of the year.

## GENERAL FINANCIAL STATEMENT 1925-26

The net revenue for the year amounted to \$31,024,464.22 and the expenditure to \$30,499,685.74, being an increase of \$2,442,471.35 in the net revenue and an increase of \$625,883.34 in the expenditure. The revenue for the year exceeded the expenditure by \$524,778.48.

## REVENUE

Postage stamps, postcards, etc., sold.....	\$30,166,763 12
Postage paid in cash on newspapers.....	1,507,507 26
Postage paid in cash on third class (printed) matter.....	1,012,500 35
Postage paid in cash on metered mail matter.....	948,502 42
Postage paid in cash on parcels.....	1,026,675 25
Rent of letter boxes and drawers.....	238,474 51
Commission received on money orders.....	1,494,881 69
Commission received on postal notes.....	182,684 02
Profit in exchange on money order business with other countries.....	8,996 58
Profit in exchange on British Postal Order business.....	5,798 12
Commission received from the United Kingdom on postal order business..	744 44
Postage on parcels from other countries.....	760,717 25
Transit charges on correspondence from other countries.....	125,055 84
Void money orders, that is, money orders issued between 1st Jany., 1924, and 31st Dec., 1924, payment of which had not been claimed to 31st Dec., 1925.....	5,288 71
Lapsed postal notes.....	212,830 23
Collections from sale of rural mail boxes.....	12,721 50
Miscellaneous revenue.....	18,643 73

\$37,128,785 02

## DEDUCTIONS

Salaries, forward allowances, allowances toward rent, fuel and light, compensation on money order and postal note business, and commission on box and drawer rents.....	\$ 5,518,986 09
Discount to stamp vendors and postmasters and compen- sation to messengers for special delivery of letters.....	217,566 33
Losses by fire, burglary, etc.....	4,022 64
Balance of commission paid to other countries on money order business.....	26,331 23
Postage on parcels to other countries.....	114,914 98
Transit charges on correspondence to other countries.....	194,087 85
Indemnity paid to owners of lost insured parcels.....	28,411 68
	6,104,320 80
	\$31,024,464 22

Owing to the fact that the Public Accounts for the year ended 31st March, 1926, were closed before the accounts of the Post Office Department could be finally adjusted, the amount transferred to Consolidated Fund as Post Office Revenue was \$30,334,575.02 instead of \$31,024,464.22.

## STATEMENT OF EXPENDITURE FOR YEAR ENDED MARCH 31, 1926

## MAIL SERVICE

Conveyance of mails by Railway.....	\$ 7,317,278 28
“ “ Water.....	524,169 65
“ “ Ordinary land.....	6,118,994 10
Supplying and repairing mail bags, etc.....	343,982 98
	\$14,304,425 01

## SALARIES

Salaries.....	15,046,747 37
---------------	---------------

## MISCELLANEOUS

Postage Stamps.....	\$ 241,241 78
Commission to Postmasters.....	3,700 00
Travelling.....	58,578 00
Printing.....	349,036 09
Miscellaneous.....	349,933 55
	1,002,489 42
Yukon.....	146,023 94
Total.....	\$30,499,685 74



*Postal Notes*.—During the year 6,821,378 postal notes, amounting in value to \$15,340,056.11 were paid, increases as compared with the previous year of 601,748 in the number and of \$1,413,401.35 in the value. The revenue derived from the sale of postal notes amounted to \$182,684.15.

British postal orders were paid as follows: number 64,460; value \$171,-074.19, increases of 7,177 in number and \$21,780.81 in value.

The following table shows the net revenue, expenditure and deficit or surplus as the case may be, of the post office for each fiscal year since Confederation.

Fiscal Year	Net revenue	Expenditure	Deficit	Surplus
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1868	808,857 84	785,298 55		13,559 29
1869	758,182 03	864,954 55	106,772 52	
1870	788,904 78	933,398 67	144,493 89	
1871	803,637 17	994,876 00	191,238 83	
1872	916,-18 34	1,092,519 03	176,100 69	
1873	1,093,516 07	1,240,135 95	146,619 88	
1874	1,151,269 83	1,370,542 41	219,272 58	
1875	1,172,381 38	1,509,113 29	336,731 91	
1876	1,106,736 74	1,581,608 72	474,871 98	
1877	1,120,224 26	1,694,708 18	574,483 92	
1878	1,224,912 17	1,715,255 36	490,343 19	
1879	1,117,364 50	1,750,267 17	632,902 67	
1880	1,179,677 89	1,818,271 05	638,593 16	
1881	1,344,969 85	1,876,657 96	531,688 11	
1882	1,543,309 21	1,980,567 25	437,258 04	
1883	1,753,079 22	2,176,089 09	423,009 87	
1884	1,712,318 85	2,312,965 27	600,646 42	
1885	1,790,494 90	2,488,315 36	697,820 46	
1886	1,852,155 00	2,763,186 41	911,031 41	
1887	1,964,062 17	2,818,907 22	854,845 05	
1888	2,322,728 68	2,889,728 59	566,999 91	
1889	2,220,503 66	2,982,321 48	761,817 82	
1890	2,357,388 95	3,074,469 91	717,080 96	
1891	2,515,823 44	3,161,675 72	645,852 28	
1892	2,652,745 79	3,316,120 03	663,374 24	
1893	2,773,507 71	3,421,203 17	647,695 46	
1894	2,809,341 06	3,517,261 31	707,920 25	
1895	2,792,789 64	3,593,647 47	800,857 83	
1896	2,971,652 93	3,752,805 12	781,152 19	
1897	3,202,938 42	3,789,478 34	586,539 92	
1898	3,527,809 69	3,575,411 99	47,602 30	
1899	3,182,930 92	3,581,848 71	398,917 79	
1900	3,183,984 17	3,645,646 04	461,661 87	
1901	3,421,192 19	3,837,376 18	416,183 99	
1902	3,888,126 10	3,883,016 96		5,109 14
1903	4,366,127 75	3,970,859 64		395,268 11
1904	4,652,324 74	4,347,540 84		304,783 99
1905	5,125,372 67	4,634,527 78		490,844 89
1906	5,933,342 53	4,921,577 22		1,011,765 31
1907	5,061,858 93	3,979,557 34		1,082,301 59
1908	7,107,756 38	6,005,929 74		1,101,826 64
1909	7,401,623 93	6,592,386 40		809,237 53
1910	7,958,547 72	7,215,337 47		743,210 25
1911	9,146,952 47	7,954,222 79		1,192,729 68
1912	10,482,255 39	9,172,035 47		1,310,219 92
1913	12,060,476 43	10,882,804 57		1,177,671 86
1914	12,956,216 42	12,822,058 44		134,157 98
1915	13,046,649 57	15,961,191 47	2,914,541 90	
1916	18,858,409 93	16,009,138 77		2,849,271 16
1917	20,902,384 46	16,300,578 65		4,601,805 81
1918	21,345,394 48	18,046,557 90		3,298,836 58
1919	21,602,712 65	19,273,583 94		2,329,128 71
1920	24,449,916 97	20,774,385 20		3,675,531 77
1921	26,331,118 97	24,661,262 26		1,669,856 71
1922	26,554,538 24	28,121,425 07	1,566,886 53	
1923	29,262,232 78	27,794,501 89		1,467,730 89
1924	29,100,491 92	28,305,936 57		794,555 35
1925	28,581,992 87	29,873,802 40	1,291,809 53	
1926	31,624,464 22	30,499,685 74		524,778 48

## MONEY ORDER TRANSACTIONS

The number of money order offices in operation on March 31, 1926, was 5,706, an increase of 128 over the previous year.

The total number of orders issued during the last year was 14,784,230, as against 13,435,448 for the previous year. The aggregate value was \$177,840,231.31 as against \$163,519,320.27 for the previous year.

12,875,009 of the orders issued during the year with a value of \$158,844,831.37 were payable in the Dominion of Canada.

1,909,221, with a value of \$18,995,399.94 were payable abroad.

The number of orders issued abroad and payable in Canada was 902,255 with an aggregate value of \$15,600,917.28.

The number of orders issued in Canada on the United States was 1,295,768 and the value \$12,051,292.46.

The number of orders issued in the United States on Canada was 804,749 and the value \$13,903,308.48.

The following statement shows the number and value of Canadian money orders paid in the United States:—

	Number Year 1925	Amount Year 1925	Number Year 1926	Amount Year 1926
Money Orders.....	1,123,010	\$10,332,356 82	1,295,768	\$12,051,292 46

The average of money orders issued during the year was \$12.03, and the average commission received from the public was 10.11 cents.

The total receipts from all sources amounted to \$1,509,166.98, and the total expenditure, including the salaries of the inside service at Ottawa, to \$1,280,401.63, leaving an excess of receipts over expenditure of \$228,765.35.

The following statement shows the receipts and expenditure for the year ended March 31, 1926.

## RECEIPTS

Commission from public.....	\$ 1,494,881 69
Profit in exchange with other countries.....	8,996 58
Void money orders issued between January 1, 1924, and December 31, 1924.....	5,288 71
	<u>\$ 1,509,166 98</u>

## EXPENDITURE

Approximate cost of clerical force employed at money order duties in city offices.....	\$ 250,000 00
Commission paid to postmasters at country offices.....	531,924 31
Balance of commission paid other countries.....	26,331 23
Printing and stationery for head office.....	35,980 28
Hollerith Rental.....	14,760 00
Financial papers and journals.....	15 00
Printing, stationery, date stamps, etc., outside service.....	94,089 88
	<u>\$ 953,100 70</u>
Excess of receipts over expenditure.....	<u>\$ 556,066 28</u>

Deducting civil government item for salaries at head office,  
Ottawa, including money order exchange office.

Permanent clerks, salaries.....	\$ 309,788 13
Temporary clerks, salaries.....	17,512 80
	<u>327,300 93</u>

Net revenue..... \$ 228,765 35



## ANALYSIS of the Money Order Business of the Dominion of Canada for the year ended March 31, 1926

	Number of Orders	Amount	Total
		\$ cts.	\$ cts.
<b>Total number and amount of Money Orders issued in—</b>			
Ontario.....	4,354,157	49,243,261 16	
Quebec.....	2,020,164	23,145,950 38	
Nova Scotia.....	959,404	10,436,131 02	
New Brunswick.....	562,454	6,638,410 40	
Prince Edward Island.....	109,072	1,314,359 69	
Manitoba.....	1,042,751	12,506,314 26	
Saskatchewan.....	2,853,667	37,639,209 51	
Alberta.....	1,754,065	22,286,484 32	
British Columbia.....	1,119,514	14,436,505 15	
Yukon.....	8,942	193,605 42	
<b>Total number and amount of Money Orders issued.....</b>	<b>14,784,230</b>	<b>177,840,231 31</b>	
<b>Total number and amount of Money Orders paid in—</b>			
Ontario.....	4,841,161	56,418,617 10	
Quebec.....	1,445,221	19,421,895 71	
Nova Scotia.....	583,247	7,576,330 37	
New Brunswick.....	890,121	11,572,570 23	
Prince Edward Island.....	44,799	839,311 95	
Manitoba.....	3,157,140	38,633,179 59	
Saskatchewan.....	1,556,973	20,182,251 70	
Alberta.....	602,717	10,480,898 34	
British Columbia.....	548,709	9,416,130 22	
Yukon.....	1,118	26,501 45	
<b>Total number and amount of Money Orders paid.....</b>	<b>13,671,206</b>	<b>174,567,686 66</b>	
<b>Total amount of Money Orders issued and paid.....</b>			<b>352,407,917 97</b>

## POST OFFICE DEPARTMENT

EXCHANGE of Money Orders between Dominion of Canada and other Countries for the years 1924-25 and 1925-26 was as follows:

Name of Country	Issued in Canada				Payable in Canada			
	Number 1925	Number 1926	Amount 1925		Number 1925	Number 1926	Amount 1925	
			\$	cts.			\$	cts.
Austria.....	69	107	645 43	814 69	33	78	285 61	570 49
Bahamas.....	787	919	9,219 02	11,559 52	88	202	1,240 29	1,240 29
Barbados.....	2,180	2,340	32,423 36	26,794 65	248	332	4,584 75	7,062 09
Bermuda.....	164	236	1,707 80	3,150 15	1,414	2,210	17,661 26	26,120 54
British Guiana.....	219	258	2,146 49	2,342 26	181	91	1,196 89	1,196 89
British Honduras.....	10	10	72 94	102 78	83	91	728 26	980 70
China.....	1,024	975	18,673 56	18,103 78	130	114	1,553 44	2,809 33
Czechoslovakia.....	4,644	4,644	66,392 00	225,192 07	15	49	392 30	1,337 06
Denmark.....	1,276	1,245	29,712 37	28,786 82	102	196	2,537 57	7,454 38
Fiji.....	20	15	786 24	343 00	23	23	400 29	345 33
Finland.....	139	139	79,144 22	4,984 40	1	1	50 31	50 31
France.....	13,154	13,093	79,144 22	76,388 40	840	786	7,899 19	5,991 04
Germany.....	1,683	3,712	19,330 23	39,830 58	86	339	1,571 72	11,505 31
Grenada.....	59	53	569 84	519 01	48	24	501 74	150 38
Holland.....	1,726	1,883	34,070 57	33,361 11	264	305	5,874 92	6,466 05
Hong Kong.....	226	240	4,719 66	4,823 94	124	115	2,210 71	1,745 61
Hungary.....	11,406	11,043	156,486 07	151,157 91	1,180	1,092	24,340 09	17,145 52
Irish Free State.....	13,032	10,841	462,136 85	305,642 11	1,279	127	22,677 29	10,361 74
Italy.....	515	502	5,287 42	5,162 43	17	41	326 70	790 08
Jamaica.....	11,873	9,960	576,672 16	416,904 09	221	248	6,347 50	6,331 87
Japan.....	238	383	15,155 12	15,155 12	93	121	651 40	237 61
Jugo Slavia.....	63	234	2,085 89	1,852 28	1	1	467 42	467 42
Leeward Islands.....	8,743	5,993	199,878 62	121,426 29	31,482	9	390,804 84	293 54
Mexico.....	1,170	1,170	14,239 52	15,068 60	1,024	35,108	16,471 17	377,299 39
Newfoundland.....	805	1,018	12,166 58	17,528 24	1,353	1,112	32,342 05	18,928 99
New South Wales.....	4,278	4,118	129,778 90	123,238 16	1,132	1,367	3,727 60	24,824 22
New Zealand.....	4,194	8,550	67,012 59	155,230 34	11	26	4,704 71	4,704 71
Norway.....	214	292	2,303 12	2,592 13	331	302	5,164 35	1,368 30
Poland.....	48	48	67 73	598 80	44	60	249 38	6,149 34
Queensland.....	12	198	1,869 70	1,938 01	57	60	237 88	947 73
St. Lucia.....	108	136	1,002 81	1,970 80	152	97	1,699 21	2,883 17
St. Vincent.....	7,002	6,703	222,462 16	191,157 43	299	195	13,675 13	11,168 46
South Australia.....	1,116	1,202	23,010 14	21,867 31	188	257	4,717 40	5,684 80
Sweden.....	283	283	1,544 94	1,681 96	69	185	862 44	1,076 03
Switzerland.....	237	232	3,084 03	2,770 80	122	344	507 93	2,338 75
Tasmania.....	834	942	10,959 07	10,575 66	699	629	16,672 04	16,559 41
Trinidad.....	542,909	519,084	5,217,834 66	4,894,984 94	51,518	50,127	1,130,767 70	1,101,562 26
Union of South Africa.....	1,123,010	1,295,769	10,332,356 82	12,051,292 46	763,797	780,749	12,296,006 41	13,903,308 43
United Kingdom.....	460	466	6,313 83	5,347 76	588	594	7,950 49	8,612 09
United States.....	107	124	1,191 82	1,370 15	166	181	1,867 30	2,168 64
Victoria.....	1,756,438	1,906,221	17,749,559 16	18,995,399 94	857,434	902,255	13,957,612 78	15,600,917 28
Western Australia.....								

\*Business commenced August 1, 1925. \*\*Business resumed August 1, 1926.

†Direct exchange since January 1, 1926.

‡Including British Possessions and certain foreign countries between which and Canada there is not a direct exchange of money orders.



TABLE showing the General Operations of the Money Order System in the Dominion of Canada for the past seven years

Year	Number of Money Order Offices	Total Number of Money Orders issued	Total Amount of Money Orders issued	Where Payable		Amount of Orders issued other Countries payable in Canada	Gross Revenue from Fees on Money Orders, profit on Foreign Exchange, etc.
				In Canada	In other Countries		
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1920.....	5,106	9,947,018	159,224,936 53	135,201,815 74	24,023,120 79	10,050,360 94	1,742,177 10
1921.....	5,197	11,013,167	173,523,321 96	155,916,231 88	17,607,090 08	6,680,970 91	2,311,800 36
1922.....	5,266	10,031,198	139,914,186 39	124,316,726 15	15,597,460 24	5,515,069 28	1,852,824 62
1923.....	5,337	11,098,222	143,055,119 94	126,617,350 07	16,437,769 87	8,986,040 85	1,180,957 45
1924.....	5,471	12,561,490	159,855,114 97	141,620,371 55	18,234,743 42	13,508,395 70	1,364,110 53
1925.....	5,578	13,435,448	163,519,320 27	145,769,761 11	17,749,559 16	13,957,612 78	1,388,293 96
1926.....	5,706	14,784,230	177,840,231 31	158,844,831 37	18,995,399 94	15,600,917 28	1,509,166 98

## POST OFFICE SAVINGS BANK

The aggregate balance to the credit of depositors on March 31, 1926, was \$24,035,668.99, a decrease during the year of \$626,391.09. The average to the credit of each depositor was \$303.56 as compared with \$304.05 on March 31, 1925.

The new accounts opened during the year were 7,365, and 8,737 accounts were closed, leaving the number open at the close of the year 79,178 or a decrease of 1,372.

The deposits were 63,740 in number, for a total amount of \$3,508,288.11. The average amount of each deposit was \$55.05 as compared with \$61.68 for the previous year.

Repayments numbered 43,184 and amounted to \$4,839,856.06, of which 26,962 for a total of \$459,354.98 were made in cash under the provisions of Demand Withdrawal (not exceeding \$25 at a time), adopted in April, 1924, and 16,222 amounting to \$4,380,501.08 were made by cheque. The average cash repayment was \$17.03, as compared with \$17.12, the year before and the average withdrawal by cheque was \$270.03, as compared with \$244.82 in the preceding year.

Transfers from the Post Office Savings Bank of the United Kingdom (included in deposits) were 298 and amounted to \$94,893.41. Deposits transferred to the P.O. Savings Bank of the United Kingdom (included in repayments by cheque) numbered 75 and amounted to \$38,418.05.

The interest paid to depositors during the year was \$32,055.63, and the interest accrued and made principal was \$673,120.82, making a total of \$705,176.45.

The number of offices authorized to transact business decreased from 1,369 to 1,365.

Claims to moneys of deceased and insane depositors examined into and finally disposed of numbered 576.

Annexed is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

STATEMENT (in accordance with the Revised Statutes of Canada, 1906, chapter 30, section 16) of the Post Office Savings Bank transactions for the year ended March 31, 1926, and of the total amount due to depositors on that date.

	\$ cts.		\$ cts.
Balance due to depositors on March 31, 1925.....	24,662,060 08	Repayments to depositors during the year—	
Deposits received during the year....	3,508,288 52	By cheque.....	4,380,501 08
Interest allowed to depositors during the year in accordance with the Statute.....	705,176 45	In cash on demand.....	459,354 98
		Balance due to depositors on March 31, 1926.....	24,035,668 99
	\$28,875,525 05		\$28,875,525 05

## STATEMENT Of the Business of the Post Office Savings Bank

Period	Number of Post Office Savings Banks at close of period	Number of deposits received during period	Total amount of deposits received during period	Average amount of each deposit received during period	Amount of depositors' accounts transferred from Dominion Government Savings Banks during period	Number of withdrawals during period
			\$ cts.	\$ cts.	\$ cts.	
Three months ended June 30, 1868 ..	81	2,247	212,507 00	65 44	.....	166
Year ended June 30, 1869 .....	213	16,653	927,885 00	55 71	.....	4,787
Year ended June 30, 1870 .....	226	24,994	1,347,901 00	53 93	.....	9,478
Year ended June 30, 1871 .....	230	33,256	1,917,576 00	57 66	.....	15,148
Year ended June 30, 1872 .....	235	39,489	2,261,631 00	57 27	.....	20,154
Year ended June 30, 1873 .....	239	44,413	2,306,918 00	51 94	.....	23,800
Year ended June 30, 1874 .....	266	45,329	2,340,284 00	51 63	.....	25,814
Year ended June 30, 1875 .....	268	42,508	1,942,346 00	45 69	.....	25,954
Year ended June 30, 1876 .....	279	48,647	1,726,204 00	44 66	.....	24,152
Year ended June 30, 1877 .....	287	36,126	1,151,000 00	42 10	.....	22,484
Year ended June 30, 1878 .....	295	40,097	1,724,371 00	43 00	.....	21,944
Year ended June 30, 1879 .....	297	43,349	1,973,243 00	45 52	.....	23,226
Year ended June 30, 1880 .....	297	56,031	2,720,216 00	48 55	.....	26,716
Year ended June 30, 1881 .....	304	71,747	4,175,042 00	58 19	.....	28,510
Year ended June 30, 1882 .....	308	97,380	6,435,989 00	66 09	.....	35,859
Year ended June 30, 1883 .....	330	109,489	6,826,266 00	62 35	.....	45,253
Year ended June 30, 1884 .....	343	109,388	6,441,439 00	58 88	.....	56,026
Year ended June 30, 1885 .....	355	116,576	7,098,459 00	60 89	.....	59,174
Year ended June 30, 1886 .....	392	126,322	7,642,227 00	60 52	.....	62,205
Year ended June 30, 1887 .....	415	143,076	8,272,041 00	57 81	.....	5,8536
Year ended June 30, 1888 .....	433	155,978	7,722,330 00	49 51	217,385 10	78,229
Year ended June 30, 1889 .....	463	166,235	7,926,634 00	47 67	1,085,979 72	84,572
Year ended June 30, 1890 .....	494	154,678	6,599,896 00	42 67	167,501 53	90,151
Year ended June 30, 1891 .....	633	147,672	6,500,372 00	44 02	389,169 28	84,963
Year ended June 30, 1892 .....	642	145,423	7,056,002 00	48 52	.....	76,381
Year ended June 30, 1893 .....	673	148,868	7,708,888 00	51 78	.....	73,361
Year ended June 30, 1894 .....	699	145,960	7,525,286 09	51 55	218,173 60	84,941
Year ended June 30, 1895 .....	731	143,685	7,488,028 00	52 11	494,889 23	85,888
Year ended June 30, 1896 .....	755	155,308	8,138,947 00	52 37	499,981 61	81,221
Year ended June 30, 1897 .....	779	161,151	8,233,000 00	51 02	1,856,474 31	91,398
Year ended June 30, 1898 .....	814	179,814	9,183,693 00	51 07	786,868 48	94,532
Year ended June 30, 1899 .....	838	174,658	8,310,630 00	47 58	.....	95,090
Year ended June 30, 1900 .....	847	201,262	10,448,485 00	51 91	141,171 82	92,713
Year ended June 30, 1901 .....	895	212,217	11,091,099 00	52 26	.....	102,083
Year ended June 30, 1902 .....	915	219,678	11,382,025 00	51 81	415,507 96	105,946
Year ended June 30, 1903 .....	934	231,619	12,060,825 00	52 07	.....	104,393
Year ended June 30, 1904 .....	961	235,043	11,739,940 00	49 94	.....	108,237
Year ended June 30, 1905 .....	989	233,281	10,503,870 00	47 04	252,773 93	110,157
Year ended June 30, 1906 .....	1,101	233,803	10,805,458 00	46 21	559,593 31	105,923
Nine months ended March 31, 1907 ..	1,043	186,916	8,803,233 00	47 09	1,216,168 80	79,338
Year ended March 31, 1908 .....	1,084	242,386	12,293,544 17	50 71	59,243 71	116,435
Year ended March 31, 1909 .....	1,102	199,884	9,415,569 29	47 10	.....	115,048
Year ended March 31, 1910 .....	1,133	190,510	8,816,511 71	46 28	.....	96,413
Year ended March 31, 1911 .....	1,151	203,196	9,597,016 17	49 00	.....	90,664
Year ended March 31, 1912 .....	1,172	255,316	11,054,877 19	49 06	223,831 24	95,829
Year ended March 31, 1913 .....	1,212	230,263	11,299,963 88	49 07	.....	96,535
Year ended March 31, 1914 .....	1,250	236,260	11,346,459 39	48 02	140,318 65	104,917
Year ended March 31, 1915 .....	1,269	183,515	10,154,189 07	55 33	.....	104,816
Year ended March 31, 1916 .....	1,289	173,456	8,539,742 07	49 23	295,100 47	77,985
Year ended March 31, 1917 .....	1,312	205,050	11,974,434 11	58 39	.....	68,254
Year ended March 31, 1918 .....	1,318	162,921	11,791,966 66	72 38	91,649 09	78,259
Year ended March 31, 1919 .....	1,328	141,627	12,593,190 06	88 92	174,143 30	64,390
Year ended March 31, 1920 .....	1,323	117,735	10,003,067 58	84 96	184,302 97	67,005
Year ended March 31, 1921 .....	1,328	80,117	6,631,684 58	82 77	589,246 52	42,322
Year ended March 31, 1922 .....	1,303	51,333	3,499,338 86	68 17	56,467 95	37,223
Year ended March 31, 1923 .....	1,307	43,223	2,606,610 61	60 30	.....	26,374
Year ended March 31, 1924 .....	1,345	66,904	7,118,912 00	106 40	207,053 01	25,340
Year ended March 31, 1925 .....	1,369	66,296	4,089,058 97	61 68	.....	42,334
Year ended March 31, 1926 .....	1,365	63,740	3,508,288 52	55 05	.....	43,184
Total period ended March 31, 1926 ..	1,365	7,745,198	415,726,620 89	53 67	10,271,995 58	3,828,087



Canada, year by year, from April, 1868, to March 31, 1926.

Total amount withdrawn during period	Average amount of each withdrawal during period	Number of accounts opened during period	Number of depositors' accounts transferred from Dominion Government Savings Banks during period	Number of accounts closed during period	Number of accounts remaining open at close of period	Interest allowed to depositors	Total amount standing to the credit of Open accounts inclusive of interest allowed at close of period	Average amount standing to credit of each Open account at close of period
\$ cts.	\$ cts.					\$ cts.	\$ cts.	\$ cts.
8,857 48	53 35	2,146		44	2,102	939 37	204,688 89	97 33
296,754 35	61 99	9,429		1,319	7,212	21,094 72	856,814 26	118 80
664,655 51	70 11	8,823		2,857	12,178	58,689 08	1,588,848 82	130 41
1,093,438 86	72 10	9,424		4,449	17,153	84,273 08	2,497,259 65	145 59
1,778,565 19	81 33	10,856		6,940	21,059	116,174 55	3,096,500 01	147 04
2,323,299 32	86 91	11,995		9,628	23,526	126,932 88	3,207,051 57	136 32
2,468,643 42	86 04	12,048		10,606	24,968	126,273 31	3,204,965 46	128 36
2,341,979 04	82 88	10,516		11,190	24,294	120,758 06	2,926,090 48	120 44
2,021,457 97	77 11	10,218		10,097	24,415	110,116 08	2,740,952 59	112 27
1,726,082 98	70 49	8,791		9,312	24,074	104,067 86	2,639,937 47	109 60
1,713,658 79	70 55	10,058		8,597	25,535	103,834 29	2,754,484 03	107 87
1,733,448 79	66 07	10,755		8,845	27,445	110,912 56	3,105,190 80	113 14
2,015,813 16	69 89	14,407		10,481	31,365	136,075 47	3,945,669 11	125 80
2,097,389 15	73 56	18,731		10,491	39,605	184,904 81	6,208,226 77	156 75
3,461,619 31	95 63	25,778		13,920	51,463	291,065 07	9,473,661 53	184 08
4,730,995 39	104 54	27,127		17,531	61,059	407,305 17	11,976,237 31	196 13
5,694,611 13	100 84	26,562		20,939	66,682	477,487 64	13,245,552 64	198 63
5,973,031 84	97 01	27,591		20,951	73,322	539,560 51	15,090,540 31	205 81
6,183,470 60	96 40	29,103		21,555	80,870	607,075 37	17,159,372 09	212 18
6,626,067 51	100 62	31,874		22,585	90,159	692,404 57	19,497,750 15	216 26
7,514,071 78	96 05	37,516	723	26,704	101,693	975,639 15	20,689,032 62	203 44
7,532,145 56	89 06	38,049	962	29,581	113,123	841,921 79	23,011,422 57	203 41
8,575,041 98	95 12	32,127	570	33,499	112,321	786,875 37	21,990,653 49	195 78
7,875,977 57	92 67	29,791	1,124	32,006	111,230	734,430 89	21,638,648 09	195 44
7,230,938 14	93 44	28,943		29,368	110,805	734,590 70	22,298,401 65	201 24
6,631,578 97	90 39	29,502		26,032	114,275	777,482 98	24,153,193 66	211 36
7,473,585 46	87 98	29,116	662	27,033	117,020	835,800 34	25,257,868 14	215 84
7,310,291 97	85 41	27,988	1,647	26,037	120,628	876,049 07	26,805,542 47	222 22
7,406,066 13	84 91	30,100	1,959	26,245	126,442	944,524 73	28,932,929 68	228 82
7,656,086 64	83 76	30,236	6,722	26,663	135,737	1,024,511 72	32,380,829 09	238 55
8,453,178 42	93 65	33,722	2,279	29,449	142,289	982,725 62	34,458,357 77	242 47
9,021,862 56	94 88	30,172		30,320	142,141	1,001,899 96	34,771,605 17	144 62
8,903,505 46	96 03	37,596	587	29,337	120,987	1,049,699 27	37,507,455 80	248 41
9,774,694 62	95 75	38,685		32,304	157,368	1,126,952 44	39,950,812 62	253 87
10,617,070 50	100 21	38,886	712	34,205	162,751	1,188,924 83	42,320,209 91	260 01
11,379,756 94	109 01	39,786		35,524	167,023	1,254,048 96	44,255,326 93	264 96
11,883,127 70	109 79	38,925		37,376	168,572	1,309,567 05	45,419,706 28	269 44
12,129,101 23	110 11	35,376	572	39,002	165,518	1,320,511 70	45,367,760 68	274 09
12,324,529 26	115 26	37,681	879	39,536	164,542	1,328,205 78	45,736,488 51	276 75
9,330,766 39	117 35	30,282	3,310	30,849	167,285	1,027,833 83	47,452,957 75	283 66
13,610,865 95	116 89	42,530	279	44,403	165,691	1,369,404 60	47,564,234 28	287 07
13,132,239 00	114 14	31,611		41,507	155,895	1,342,869 64	45,190,444 21	289 88
11,699,649 54	121 35	29,661		36,663	148,893	1,279,011 04	43,586,357 42	292 73
11,470,360 24	126 51	34,639		36,054	147,478	1,257,565 84	42,330,579 19	293 51
12,303,688 13	128 39	38,796	600	38,955	147,919	1,258,164 84	43,563,764 33	294 51
13,389,966 01	138 28	40,120		42,005	146,034	1,255,179 63	42,728,941 83	292 59
13,842,924 98	131 64	41,917	343	44,974	143,320	1,218,491 69	41,591,286 57	290 20
12,925,606 20	123 41	34,506		42,349	145,477	1,175,536 96	39,995,406 40	296 22
9,981,914 13	128 00	27,988	1,050	30,170	134,345	1,160,082 89	40,008,417 70	297 80
10,606,900 87	125 00	29,481		28,684	135,142	1,206,527 65	42,582,478 59	315 09
14,427,194 11	184 35	21,156	166	30,563	125,735	1,244,578 61	41,283,478 84	328 34
13,604,410 70	211 30	17,007	529	27,255	116,541	1,208,558 76	41,654,960 26	357 43
21,293,281 63	317 78	14,509	376	33,896	97,154	1,056,545 20	31,605,594 38	325 31
10,699,748 70	252 11	11,651	1,756	20,242	88,563	883,842 47	29,010,619 23	327 77
8,496,546 78	228 26	6,359	194	15,274	82,196	767,301 95	24,837,181 21	302 17
5,704,442 11	218 56	5,184		11,263	76,111	677,917 84	22,357,267 55	293 72
5,199,219 63	205 18	14,649	574	10,236	81,104	672,435 82	25,156,448 75	311 55
5,316,583 68	125 59			9,894	80,550	733,136 04	24,662,060 08	306 17
4,839,856 06	112 07	7,365		8,737	79,178	705,176 45	24,035,668 99	303 56
446,757,416 48	116 70	1,445,359	29,575	1,396,337	79,178	44,794,469 00	24,035,668 99	303 56

## RAILWAY MAIL SERVICE

STATEMENT showing total salaries of Railway Mail Clerks, and also the mileage paid Railway Mail Clerks for fiscal year 1925-26, as compared with the amounts paid during the preceding fiscal year 1924-25.

Year	Salaries		Increase		Mileage		Decrease	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1924-25.....	2,106,766	50	283,777	92	551,660	06		632 03*
1925-26.....	2,110,535	56	63,769	06	548,917	15		2,742 91

\*Increase.

## CHANGES IN EXISTING SERVICES

During the year there have been established the following changes and increases in the frequency of railway mail service:—

Railway	Terminals	Distance in miles	Particulars
Canadian National.....	Aldred Jct.—Rivière à Pierre...	47	R.P.O. Service daily except Sunday reduced to B.C. service same frequency.
“ “ .....	Montreal—Aldred Jct.....	90	B.C. Service increased from weekly to daily except Sunday.
“ “ .....	Montreal—Aldred Jct.....	90	B.C. Service reduced from daily except Sunday to five trips per week.
“ “ .....	Aldred Jct.—Montreal.....	90	Additional baggage car service four trips per week one way.
“ “ .....	Carlyle—Radville.....	102	R.P.O. service tri-weekly reduced to B.C. service same frequency.
“ “ .....	Charlesbourg—St. Raymond...	31	B.C. service withdrawn on tr. 26 two trips per week one way.
“ “ .....	Edmonton—Kamloops.....	511	B.C. Service increased from tri-weekly to daily.
“ “ .....	Edmonton—Edson.....	130	Additional B.C. service tri-weekly.
“ “ .....	Edmonton—Whitecourt.....	110	B.C. service increased from 3 to 4 times per week.
“ “ .....	Edmonton—Clyde.....	49	Additional B.C. Service weekly one way.
“ “ .....	Farnham—Waterloo.....	28	R.P.O. Service Daily except Sunday reduced to B.C. service semi-daily.
“ “ .....	Farnham—Montreal.....	41	Additional B.C. Service Dy. except Sunday one way.
“ “ .....	Garneau Jct.—Aldred Jct.....	7	Additional R.P.O. Service Daily except Sunday.
“ “ .....	Guelph—Rockwood.....	7	Additional B.C. Service daily except Sunday one way.
“ “ .....	L'Epiphanie—St. Jacques.....	9	Additional B.C. Service daily except Sunday.
“ “ .....	Morinville—Clyde.....	24	Additional B.C. Service weekly.
“ “ .....	Montreal—Joliette.....	36	Additional B.C. Service Daily except Sunday.
“ “ .....	Montreal—St. Jean.....	27	Additional B.C. Service daily except Sunday.
“ “ .....	Quebec—Chicoutimi.....	227	Additional B.C. Service once per week each way.
“ “ .....	Rinfret Jct.—Montreal.....	35	Additional B.C. Service daily except Sunday one way.



CHANGES IN EXISTING SERVICES—*Concluded*

Railway	Terminals	Distance in miles	Particulars
Cnadian National.....	Regina—Weyburn.....	80	B.C. Service to Talmage increased from triweekly to daily except Sunday and extended to Weyburn.
" " .....	St. Johns—Farnham.....	14	R.P.O. Service Daily except Sunday reduced to B.C. daily except Sunday one way.
" " .....	St. Jacques—Rawden.....	9	Additional B.C. Service daily except Sunday.
" " .....	Aldred Jct.—Shawinigan Falls..	4	Additional B.C. service daily except Sunday one way.
" " .....	Aldred Jct.—Shawinigan Falls..	4	B.C. Service in tr. 217 reduced from daily except Sunday to five trips per week.
" " .....	Toronto—North Bay.....	227	Full Postal car in trs. 46, and 47, reduced to apartment postal car.
" " .....	Winnipeg—Rivers.....	142	Additional B.C. Service one trip per week..
" " .....	Winnipeg—Victoria Beach.....	76	B.C. Service increased from tri-weekly to daily except Sunday during summer season.
" " .....	Winnipeg—Edmonton.....	794	Full Postal car in trs. 3 and 4 reduced to apartment car daily except Sunday.
Canadian Pacific.....	Bedford—Stanbridge Station...	2	Additional B.C. Service daily except Sunday one way.
" " .....	Berthier—Berthier Jct.....	2	Additional B.C. Service daily except Sunday one way.
" " .....	Cranbrook—Kimberley.....	19	B.C. Service increased from daily except Sunday to semi-daily except Sunday.
" " .....	Lanigan—Melfort.....	83	B.C. Service increased from three to four times per week
" " .....	Lanigan—Saskatoon.....	76	R.P.O. Service Daily except Sunday superseded by baggage car service same frequency.
" " .....	Sherbrooke—Cookshire.....	21	Additional B.C. Service daily except Sunday.
" " .....	Trois Rivières—Grand Mere....	27	Additional B.C. Service daily except Sunday one way.
" " .....	Winnipeg—Saskatoon.....	480	Apt. Postal car increased to full Postal car.
Algoma Central.....	Sault Ste. Marie—Franz .....	195	B.C. Service increased from tri-weekly to daily except Sunday.
Hydro Electric.....	Amherstburg—Windsor .....	17	Additional B.C. Service daily except Sunday one way.
Michigan Central.....	Niagara-on-the-Lake — Niagara Falls.....	13	B.C. Service daily except Sunday one way withdrawn.
Montreal and Southern.....	Montreal—St. Césaire.....	28	B.C. Service increased from daily except Sunday to semi-daily except Sunday.
Niagara and St. Catharines.....	Niagara-on-the-Lake—St. Catharines.....	13	Additional B.C. Service daily except Sunday.

During the fiscal year 1925-26, 154.45 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mail was carried on March 31, 1926, of 37,295.

The following statement shows the details of such additional service:—

Railway	Terminals	Distance in miles	Particulars
Canadian National.....	Shediac—Pointe du Chêne.....	2-00	B.C. service daily except Sunday.
Canadian Pacific.....	Lomond—Arrowwood.....	39-08	B.C. service semi-weekly.
Canadian Pacific.....	Swift Current—Coderre.....	81-00	B.C. service semi-weekly.
Winnipeg River Ry. Co.....	Lac du Bonnet—Great Falls.....	14-00	B.C. service tri-weekly.
Alma—Jonquières.....	Ile Maligne—Hébertville.....	11-00	B.C. 18 trips per week.
T. & N.O.....	Cochrane—Island Falls.....	43-00	B.C. service tri-weekly.
Nipissing Central.....	Larder Lake—Cheminis.....	10-00	B.C. service tri-weekly.
Lake Erie & Northern.....	Simcoe—Port Dover.....	7-38	B.C. service daily except Sunday.
		207-46	
Maine Central.....	Beechers Falls—Lime Ridge....	53-01	R.P.O. service discontinued.
		154-45	

### COMPARATIVE Statement of Railway Mail Service during fiscal years 1924-25 and 1925-26

Date	Miles of railway in operation on which mails are carried	Daily service by postal cars. Distance travelled in miles	Daily service by baggage cars. Distance travelled in miles	Total mileage	
				Daily	Yearly
In March, 1926.....	37,295	71,145	53,950	125,095	39,155,205
In March, 1925.....	37,141	71,981	49,051	121,032	37,882,928
	154	*836	4,899	4,063	1,273,277

\*Decrease.

### POSTAGE STAMP BRANCH

The postage stamp issue during the fiscal year 1925-26 show an increase from the previous year but a slight decrease from the year 1923-24, which was \$31,063,161.72. The figures for the last two years are as follows:—

Issue fiscal year 1924-25.....	\$29,741,426 19
Issue fiscal year 1925-26.....	30,801,110 32
Increase.....	\$ 1,059,684 13

### INSPECTION SERVICE

1. Number of enquiries received regarding lost and mistreated mail matter.....	299,377
Number of enquiries satisfactorily adjusted.....	197,543
Number of enquiries pending.....	14,347

### REGISTERED LOSSES

2. (a) Domestic Mails—	
Number of registered articles for which indemnity was paid.....	148
Amount of indemnity paid.....	\$ 1,936 58
Made up as follows:—	No. Amount
Abstraction.....	50 \$ 606 00
Damage.....	5 29 93
Loss.....	93 1,300 65
Amount collected from employees.....	\$ 540 43
Amount withdrawn from Guarantee Fund.....	247 00
Amount paid from departmental funds.....	1,064 74
Amount paid by department still owing by ex-employees.....	84 41 \$1,936



REGISTERED LOSSES—*Concluded*

(b) <i>International Mails</i> —	
Number of registered articles lost in foreign countries for which indemnity was paid on behalf of Foreign Administrations concerned.....	118
Amount of indemnity paid and collected from Foreign administrations.. \$	844 56
Number of registered articles posted in foreign countries lost in Canada, for which indemnity was paid by this administration.....	40
Amount of indemnity paid..... \$	448 56
(Of this amount \$277.26 was collected from employees)	

## INSURED AND C.O.D. PARCEL POST

3. Approximate number of insured parcels mailed.....	3,178,280
Approximate amount received in fees..... \$	158,014 00
Number of claims paid.....	3,726
Amount of indemnity paid..... \$	24,487 37
Proportion of mistreated insured parcels.....	1 in 853
Average value of parcels for which indemnity was paid.....	6 57
Approximate number of C.O.D. parcels mailed.....	1,014,480
Approximate amount received in fees..... \$	152,172 00
Number of claims paid.....	467
Amount of indemnity paid..... \$	3,329 28
Proportion of mistreated C.O.D. parcels.....	1 in 2,172
Average value of parcels for which indemnity was paid..... \$	7 12

## ARRESTS AND CONVICTIONS

4. Following the investigations of thefts and losses, 92 arrests were made for theft and mistreatment of mail matter during the year:—	
Number of arrests made.....	92
Number of convictions secured.....	84
Number of acquittals.....	8
	92
In addition to the arrests made there were 12 employees dismissed from the service for mistreatment of mail matter.	

THE TRANSACTIONS OF THE DEAD LETTER OFFICE DURING  
THE YEAR ENDED MARCH 31, 1926

5. Number of articles originating in Canada, returned as undeliverable from United Kingdom, British Dominions and Colonies and foreign countries—	
By United Kingdom (of these the number registered was 397).....	34,864
By United States Post Office (of these the number registered was 366)...	155,124
By British Dominions and Colonies (of these the number registered was 130).....	16,896
By foreign countries (of these the number registered was 257).....	17,369
Books, parcels, etc., received from United Kingdom, British possessions and foreign countries.....	64,377
6. Number of articles originating in the United Kingdom, British Dominions and foreign countries, undeliverable at Canadian Post Offices.	
Ordinary dead letters and postcards of British and foreign origin.....	135,833
Ordinary dead parcels, circulars, etc., of British and foreign origin.....	3,056
Registered dead letters of British and foreign origin.....	10,431
7. Number of articles originating in Canada undeliverable at Canadian Post Offices.	
Ordinary domestic dead letters and postcards.....	618,582
Number returned to senders.....	324,297
Number destroyed.....	294,285
Ordinary domestic parcels, circulars, etc.....	634,671
Number returned to senders.....	32,006
Number destroyed.....	602,665
Registered domestic dead letters.....	12,049
Number returned to senders.....	10,821
Number held awaiting claim.....	1,228
Ordinary and registered dead letters, parcels, postcards, circulars, etc., sent to the Dead Letter office for insufficient address, non-payment of postage, improper packing, etc.....	127,971
Out of the ordinary letters and parcels originating in Canada included above, the number of those found to contain cash or cash value....	10,434
Number of ordinary letters and parcels found to contain cash or cash value returned to senders.....	9,970
Number of ordinary letters and parcels found to contain cash or cash value which were unclaimed and held by the department.....	464
Number of parcels originating in Canada, merchandise, etc., found undeliverable and prepared for sale.....	2,913

## POST OFFICE DEPARTMENT

## CASH STATEMENT

8. Cash contained in dead letters.....	\$ 19,451 07
Cash contained in dead letters returned to owners.....	\$ 17,701 22
Cash contained in unclaimed dead letters deposited to the credit of the Receiver General.....	1,749 85
	<u>\$ 19,451 07</u>
Revenue collected on returned dead mail matter.....	\$ 12,516 88

## SUMMARY

9. Estimated number of letters, post cards, parcels, circulars, etc.....	1,400,000,000
Number of letters, post cards, parcels, circulars, received in Dead Letter offices.....	1,831,223
Proportion of mail matter reaching Dead Letter office, 1 in 764.....	13%
Proportion of mail matter reaching Dead Letter Office, based on average during previous ten year, 1 in 428.....	
Decrease.....	42%

As a result of extra effort put forth to decrease the loss of mail matter and for the detection of those guilty of stealing from the mails, 92 persons were placed under arrest during the year, charged with stealing from the mails, and 84 were convicted and sentenced to imprisonment.

During the year, as a result of closer check kept on mails and also due in part to extension of the use of locks on parcel bags, the proportion of losses both of insured articles and C.O.D. articles decreased 13 per cent.

Inspection work in the field has been extended to cover yearly a certain proportion of non-accounting offices so as to provide for the observation of postal work carried on in outlying offices.

## EQUIPMENT AND SUPPLY BRANCH

## COMPARATIVE Statement of Expenditure for the fiscal year ended March 31, 1926

Items of Expenditure	1924-25	1925-26	Increase 1925-26	Decrease 1925-26
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Inside Service:—				
Printing.....	44,740 62	38,534 51		6,206 11
Stationery.....	31,318 21	62,022 00	30,703 79	
Totals.....	76,058 83	100,556 51	30,703 79	6,206 11
Increase Inside Service.....			24,497 68	
Outside Service:—				
Printing.....	283,918 10	237,782 53		46,135 57
Stationery.....	90,094 42	116,127 11	26,032 69	
Totals.....	374,012 52	353,909 64	26,032 69	46,135 57
Mail bags, locks, etc.....	110,947 35	315,866 28	204,918 93	
Miscellaneous, stamping material, scales, letter boxes, letter carriers' uniforms, etc.....	298,515 94	312,368 60	13,852 66	
Totals.....	783,475 81	982,144 52	244,804 28	46,135 57
Increase Outside Service.....			198,668 71	
Total expenditure, Inside and Outside Service.....	859,534 64	1,082,701 03		
Total increase, Inside and Outside Service.....			223,166 39	
			1924-25	1925-26
Cash returned to department:—				
By credit taken for and sale of new material for uniforms.....	\$ 38,560 04	\$ 41,655 31		
By sale of obsolete equipment.....	427 72	966 42		
By refund on miscellaneous equipment.....	1,499 65	1,128 57		
Cash payments to other departments:—				
To Justice: Repair of mail bags and making up new bags.....	38,453 10	59,897 67		
To Customs: Duty, etc.....	547 42	333 78		
To Trade and Commerce: Inspection of postal scales.....	2,500 00	2,500 00		
To Canadian National Railways: Freight and cartage, etc.....	3,041 76	1,549 41		
To National Defence: Cartage on knives.....		1 00		
Inventory of stock at department.....	\$1,109,208 46	\$1,341,504 06		



## ACCOUNTING OFFICES

STATEMENT showing the Gross Postal Revenue of Accounting Offices during the year ended March 31, 1926

## PROVINCE OF ONTARIO

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Aberfoyle.....	242 93	Avonmore.....	1,689 40
Actinolite.....	323 70	Aylmer West.....	13,444 06
Acton.....	8,960 11	Ayr.....	4,048 17
Addison.....	339 44	Ayton.....	1,981 07
Admaston Station.....	277 79	Azilda.....	201 46
Adolphustown.....	176 17	Baden.....	1,822 87
Agincourt.....	1,558 62	Badjeros.....	539 18
Ahmie Harbour.....	423 49	Bailieboro.....	613 79
Ailsa Craig.....	2,715 50	Bainsville.....	755 85
Alderdale.....	357 06	Bala.....	2,838 39
Alexandria.....	8,710 67	Balderson.....	404 66
Alfred.....	1,830 03	Ballantrae.....	237 75
Alfred Station.....	283 75	Ballinafad.....	155 75
Algoma Mills.....	136 74	Ballycroy.....	361 88
Algonquin.....	624 54	Baltimore.....	472 05
Algonquin Park.....	1,078 55	Bancroft.....	4,535 72
Allanburg.....	276 47	Bannockburn.....	240 23
Allandale.....	4,104 84	Barrie.....	27,750 77
Allan Water.....	639 28	Barrie Island.....	123 06
Allenford.....	1,513 11	Bar River.....	423 96
Allensville.....	202 22	Barrow Bay.....	143 06
Allenwood.....	133 49	Barry's Bay.....	2,289 77
Allisonville.....	119 33	Bartonville.....	820 91
Alliston.....	7,637 41	Barwick.....	907 19
Alma.....	1,016 59	Bath.....	1,731 84
Almonte.....	9,225 33	Batteau.....	459 01
Alton.....	1,455 74	Battersea.....	694 22
Alvinston.....	3,499 89	Bayfield.....	1,451 43
Ameliasburg.....	270 64	Baysville.....	818 02
Amherstburg.....	9,848 19	Beachburg.....	1,915 87
Amigari.....	585 24	Beachville.....	1,100 45
Amyot.....	83 75	Beamsville.....	6,850 24
Ancaster.....	4,483 79	Beaumaris.....	1,420 74
Angus.....	1,147 67	Beaverton.....	5,247 76
Annan.....	281 37	Becher.....	239 07
Ansonville.....	3,879 04	Bedford Mills.....	146 12
Anten Mills.....	344 69	Beeton.....	3,268 99
Appin.....	1,127 64	Belfountain.....	370 65
Apple Hill.....	1,757 98	Belgrave.....	878 85
Appleton.....	557 09	Belhaven.....	207 46
Apsley.....	567 79	Bellamy's.....	527 80
Arden.....	1,177 67	Belle River.....	1,714 38
Ardoch.....	302 98	Belle Vallée.....	236 41
Argyle.....	294 22	Belleville.....	*60,307 16
Ariess.....	268 68	*Divided as follows:—	
Arkona.....	1,826 94	Head Office.....	59,189 71
Armow.....	209 27	Belleville Station.....	1,117 45
Armstrong Station.....	528 36	Bell Ewart.....	526 92
Arner.....	399 53	Bell's Corners.....	310 88
Arnprior.....	15,407 91	Belmont.....	2,186 33
Arnstein.....	429 69	Belton.....	396 00
Arthur.....	4,990 90	Belwood.....	1,166 32
Ashburn.....	168 81	Berkeley.....	415 90
Ashton.....	628 29	Bervie.....	260 82
Ashworth.....	92 59	Berwick.....	868 53
Astorville.....	251 36	Bestel.....	1,448 14
Athens.....	3,777 23	Bethany.....	991 07
Atherley.....	995 00	Bewdley.....	400 66
Athlone.....	177 85	Bexley.....	147 33
Atikokan.....	1,108 23	Big Lake.....	157 96
Attercliffe Station.....	506 69	Bigwood.....	375 82
Atwood.....	2,069 24	Billing's Bridge.....	1,769 08
Auburn.....	1,388 58	Bimbrooke.....	479 10
Aultsville.....	1,622 91	Birch Cliff Heights.....	355 19
Aurora.....	19,027 33	Biscotasing.....	168 83
Avening.....	319 68	Bishop's Mills.....	229 07

Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Bismark.....	333 00	Byron.....	1,254 90
Bissett Creek.....	176 53	Cache Bay.....	1,796 18
Blackstock.....	800 61	Caesarea.....	362 46
Blackwater.....	418 91	Cainsville.....	616 93
Blair.....	566 82	Caintown.....	193 10
Blakeney.....	98 19	Cairo.....	206 92
Blenheim.....	7,330 76	Caistorville.....	248 89
Blezard Valley.....	296 94	Calabogie.....	1,488 29
Blind River.....	4,891 27	Caldwell's Mills.....	249 91
Bloomfield.....	2,082 04	Caledon.....	948 24
Bluevale.....	736 70	Caledon East.....	1,058 47
Blyth.....	3,153 44	Caledonia.....	6,552 86
Blytheswood.....	342 67	Caledonia Springs.....	605 62
Bobcaygeon.....	4,277 15	Callander.....	2,428 58
Bognor.....	400 23	Camborne.....	122 20
Bolger Bridge.....	727 91	Cambray.....	431 53
Bolsover.....	386 04	Camden East.....	938 75
Bolton.....	3,002 64	Cameron.....	579 41
Bonarlaw.....	479 71	Camilla.....	198 17
Bondhead.....	528 37	Camlachie.....	1,048 68
Bonfield.....	866 77	Campbellcroft.....	492 04
Bornholm.....	952 25	Campbellford.....	11,189 73
Boston Creek.....	791 51	Campbellville.....	1,377 50
Bothwell.....	3,458 94	Camp Borden.....	1,900 49
Bourget.....	1,410 35	Campden.....	247 59
Bourkes.....	414 60	Canboro.....	991 32
Bowmanville.....	13,588 56	Cane.....	315 68
Bracebridge.....	13,448 12	Canfield.....	998 85
Bradford.....	4,553 77	Cannifton.....	448 26
Braeside.....	1,493 23	Cannington.....	4,159 16
Brampton.....	24,250 93	Canonto.....	83 96
Branchton.....	557 86	Capreol.....	3,964 49
Brander.....	259 28	Cardinal.....	5,428 02
Brantford.....	*142,521 25	Cargill.....	1,217 17
*Divided as follows:—		Carleton Place.....	17,581 60
Head Office.....	137,067 86	Carlingford.....	155 84
Eagle's Nest.....	2,772 16	Carlisle.....	834 51
Farrington Hill.....	487 00	Carnarvon.....	361 82
Grand View.....	1,297 55	Carlsbad Springs.....	371 88
Tutela.....	896 68	Carlsruhe.....	257 36
Brechin.....	1,722 81	Carp.....	2,647 16
Breslau.....	618 76	Carrying Place.....	792 74
Brewers' Mills.....	235 85	Cartier.....	944 36
Bridgeburg.....	24,897 03	Casimir.....	94 38
Bridgenorth.....	331 08	Casselman.....	2,660 88
Bridgeport.....	547 37	Castleford.....	233 89
Bridgen.....	2,310 46	Castleton.....	1,110 95
Bright.....	1,651 31	Cataraqui.....	312 93
Brighton.....	6,454 89	Catcart.....	248 96
Brinston.....	1,399 20	Cavan.....	508 48
Britannia Bay.....	215 48	Cavers.....	156 08
Britton.....	372 73	Cayuga.....	3,960 14
Brockville.....	51,998 51	Cedar Springs.....	300 50
Bronte.....	1,431 75	Cedar Valley.....	287 37
Brooklin.....	1,953 29	Cedarville.....	218 47
Brougham.....	248 80	Centralia.....	612 22
Brown's Brae.....	204 26	Centreville.....	249 51
Brownsville.....	1,115 05	Ceylon.....	741 59
Brucefield.....	693 64	Chalk River.....	943 27
Bruce Mines.....	2,418 37	Chapleau.....	8,326 81
Bruce Station.....	323 76	Charing Cross.....	385 34
Brudenell.....	204 11	Charlton.....	541 95
Brûlé Lake Station.....	344 13	Charlton Station.....	674 18
Brunner.....	238 72	Chatham.....	67,685 96
Brussels.....	4,423 57	Chatsworth.....	2,458 55
Burford.....	3,435 59	Chelmsford.....	1,576 67
Burgessville.....	1,343 43	Cheltenham.....	663 00
Burketon Station.....	719 96	Chepstow.....	543 72
Burk's Falls.....	5,549 51	Cherry Valley.....	476 13
Burlington.....	9,843 04	Chesley.....	9,601 62
Burnstown.....	213 73	Chesterville.....	5,529 33
Burnt River.....	427 83	Chippawa.....	3,718 30
Burritt's Rapids.....	1,205 94	Chiswick.....	91 24
Byng Inlet.....	2,139 83	Christy's Lake.....	140 61



Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Churchill.....	579 94	Curran.....	996 52
Chute à Blondeau.....	336 13	Cutler.....	356 36
City View.....	252 43	Cyrville.....	781 97
Clandeboye.....	619 65	Dacre.....	621 32
Claraday.....	1,649 21	Dalkeith.....	1,110 03
Claremont.....	1,480 54	Dalton Mills.....	984 37
Clarence.....	269 49	Dane.....	281 75
Clarence Creek.....	1,199 08	Dartford.....	249 17
Clarendon Station.....	354 67	Dashwood.....	1,259 11
Clarke.....	569 21	Dayton.....	326 00
Clarksburg.....	2,356 21	Dean Lake.....	844 20
Clarkson.....	1,633 53	Delaware.....	715 37
Clayton.....	388 25	Delhi.....	4,167 63
Clear Creek.....	318 91	Deloro.....	2,163 02
Clifford.....	2,542 47	Delta.....	1,434 82
Clinton.....	11,048 18	Demorestville.....	424 79
Cloyne.....	383 26	Denbigh.....	365 28
Clute.....	276 51	Denfield.....	1,116 85
Coatsworth Station.....	702 51	Depot Harbour.....	1,384 25
Cobalt.....	27,654 12	Desaulniers.....	235 71
Cobden.....	3,814 78	Desbarats.....	1,135 22
Cobocconk.....	1,518 25	Desboro.....	634 91
Cobourg.....	25,223 86	Deseronto.....	5,615 24
Cochrane.....	18,624 96	Detlor.....	498 50
Codrington.....	388 13	Deux Rivières.....	557 44
Coe Hill.....	1,360 19	Devlin.....	662 64
Colbeck.....	71 98	Dickinson's Landing.....	271 53
Colborne.....	5,314 97	Dixie.....	429 62
Cold Springs.....	175 87	Dobbinton.....	1,448 06
Coldwater.....	4,446 97	Domville.....	404 17
Colebrook.....	301 92	Donald.....	166 01
Colgan.....	244 25	Doon.....	220 49
Collingwood.....	21,878 29	Dorchester Station.....	1,631 70
Collin's Bay.....	350 30	Dorion.....	51 76
Collin's Inlet.....	591 10	Dorion Station.....	512 53
Columbus.....	344 10	Dornoch.....	434 03
Comber.....	1,964 61	Dorset.....	981 36
Combermere.....	600 19	Douglas.....	1,720 23
Conestogo.....	582 48	Douro.....	260 48
Coniston.....	4,377 20	Downeyville.....	343 68
Conn.....	373 88	Downsview.....	203 28
Connaught Station.....	1,538 94	Drayton.....	3,776 80
Consecon.....	1,633 93	Dresden.....	7,139 36
Cooks Mills.....	33 18	Dromore.....	215 44
Cookstown.....	3,745 08	Drumbo.....	1,497 84
Cooksville.....	2,645 49	Dryden.....	6,055 90
Copetown.....	1,302 15	Duart.....	299 79
Copleston.....	160 83	Dublin.....	1,410 46
Copper Cliff.....	5,691 72	Dunbar.....	150 24
Corbeil.....	250 45	Dunbarton.....	283 24
Corbetton.....	798 07	Duncan.....	127 85
Corbyville.....	1,272 18	Dunchurch.....	457 19
Cordova Mines.....	295 23	Dundalk.....	6,130 20
Corinth.....	644 98	Dundas.....	15,675 53
Cornwall.....	35,096 17	Dungannon.....	1,069 67
Corunna.....	863 70	Dunnville.....	22,845 61
Cottam.....	1,667 92	Dunrobin.....	296 56
Courtland.....	1,404 65	Dunsford.....	436 18
Courtright.....	1,884 02	Duntroon.....	566 71
Craighurst.....	454 81	Dunvegan.....	676 09
Craigmont.....	77 29	Durham.....	6,368 45
Craigvale.....	299 59	Dutton.....	4,371 25
Crediton.....	1,384 46	Dwight.....	630 02
Creemore.....	3,676 13	Eagle River.....	690 26
Creighton Mines.....	2,761 51	Earlton.....	1,025 51
Cresswell.....	320 29	Easton's Corners.....	428 59
Crookston.....	360 47	Eastwood.....	253 39
Crosby.....	238 34	Eauclaire.....	491 75
Croton.....	722 23	Eberts.....	356 96
Crow Lake.....	225 32	Echo Bay.....	865 55
Crown City.....	618 92	Echo Place.....	398 45
Crysler.....	1,673 51	Edenvale.....	110 59
Crystal Beach.....	4,164 30	Edgeley.....	123 17
Cumberland.....	690 56	Edwards.....	308 91

## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Eganville.....	5,428 96	Fournier.....	706 09
Egbert.....	289 65	Foxboro.....	636 04
Eldorado.....	519 15	Foxmead.....	342 94
Elgin.....	1,835 82	Fox Point.....	307 89
Elginburg.....	276 00	Frankford.....	3,525 04
Elk Lake.....	3,081 83	Franklin.....	131 10
Elmira.....	8,142 65	Franktown.....	294 60
Elmvale.....	3,488 08	Frankville.....	419 16
Elmwood.....	1,652 51	Franz.....	784 66
Elora.....	6,262 13	Fraserville.....	333 38
Elphin.....	250 98	Freelton.....	626 70
Elsas.....	799 40	Freeman.....	2,014 09
Embro.....	2,577 52	Frood Mine.....	298 96
Embrun.....	1,624 36	Fruitland.....	867 26
Emo.....	3,107 31	Fullarton.....	321 07
Emsdale.....	1,307 40	Galetta.....	935 06
Englehart.....	5,440 68	Gallington.....	196 04
Enniskillen.....	373 61	Galt.....	70,431 27
Ennismore.....	1,227 94	Gamebridge.....	581 04
Enterprise.....	1,699 01	Gananoque.....	17,468 44
Erieau.....	1,158 33	Garson.....	1,132 61
Erin.....	2,128 01	Gelert.....	463 56
Erindale.....	309 97	Genier.....	172 58
Erinsville.....	361 46	Georgetown.....	10,053 95
Espanola.....	6,657 15	Gilford.....	472 37
Espanola Station.....	307 46	Gilmour.....	418 86
Essex.....	9,018 46	Giroux Lake.....	152 36
Ethel.....	941 99	Glamis.....	576 23
Eugenia.....	352 25	Glanworth.....	723 05
Everett.....	736 83	Glasgow Station.....	411 04
Everton.....	174 75	Glen Allan.....	238 78
Exeter.....	6,523 00	Glencairn.....	414 23
Fairbank.....	1,621 27	Glencoe.....	5,178 75
Fairfield East.....	240 97	Glen Huron.....	249 34
Fair Ground.....	259 29	Glen Miller.....	189 27
Falding.....	224 41	Glen Morris.....	260 08
Falkenburg Station.....	379 53	Glen Robertson.....	1,197 44
Farran's Point.....	559 95	Glenroy.....	224 79
Fauquier.....	822 06	Glen Sandfield.....	424 10
Fenella.....	365 76	Glen William.....	711 13
Fenelon Falls.....	8,170 37	Goderich.....	18,019 30
Fenwick.....	2,544 64	Godfrey.....	492 68
Fergus.....	14,031 34	Gogama.....	1,791 62
Ferris.....	264 49	Golden Lake.....	924 81
Fesserton.....	171 84	Goldlands.....	151 29
Feversham.....	746 03	Gooderham.....	632 52
Field.....	1,175 04	Goodwood.....	639 21
Finch.....	2,725 85	Gordon Bay.....	390 43
Fingal.....	741 14	Gore Bay.....	3,730 00
Fisherville.....	891 55	Gore's Landing.....	296 33
Fitzroy Harbour.....	446 80	Gormley.....	759 16
Flanders.....	1,565 57	Gorrie.....	1,718 21
Flesherton.....	2,485 71	Goudreau.....	641 04
Fletcher.....	732 05	Gowanstown.....	573 27
Flint.....	179 14	Gowganda.....	1,071 54
Flinton.....	653 01	Grafton.....	1,449 63
Floradale.....	276 19	Grand Bend.....	791 64
Florence.....	1,255 69	Grand Valley.....	3,735 68
Flower Station.....	346 87	Granton.....	1,499 29
Foleyet.....	1,437 81	Grassie.....	305 85
Folger Station.....	81 57	Gravenhurst.....	7,987 02
Fonthill.....	2,542 63	Greenbank.....	269 79
Footes Bay.....	569 66	Greenfield.....	901 73
Fordwich.....	1,645 69	Greensville.....	458 73
Forest.....	6,745 58	Green Valley.....	438 72
Forester's Falls.....	959 35	Greenwood.....	294 33
Formosa.....	856 77	Gregoire's Mills.....	164 71
Fort Erie.....	5,138 05	Grimsby.....	13,668 14
Fort Frances.....	16,309 51	Grimsby East.....	1,353 49
Fort Stewart.....	343 69	Guelph.....	*106,183 37
Fort William.....	*75,819 31		
*Divided as follows:—		*Divided as follows:—	
Head Office.....	68,449 44	Head Office.....	99,513 52
Fort William Sub-Office No. 1.....	3,151 67	Sub-Office No. 1.....	2,197 15
Fort William West.....	4,218 20	Sub-Office No. 2.....	4,472 70
		Hagersville.....	6,651 85



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Haileybury.....	12,783 39	Hopeville.....	277 13
Haley Station.....	391 08	Hornby.....	596 55
Haliburton.....	3,325 80	Hornepayne.....	2,480 48
Halloway.....	806 02	Horning's Mills.....	689 77
Hallville.....	310 63	Humber Bay.....	844 89
Hamilton.....	*580,984 40	Humberstone.....	3,543 06
*Divided as follows:—		Huntsville.....	14,621 41
Head Office.....	413,106 12	Hurdman's Bridge.....	809 80
Station B.....	53,806 55	Huttonsville.....	299 55
Sub-Office No. 2.....	3,300 05	Hybla.....	356 76
Sub-Office No. 3.....	7,916 71	Hyde Park Corner.....	668 33
Sub-Office No. 4.....	7,725 20	Hydro.....	534 77
Sub-Office No. 5.....	9,577 86	Hymers.....	444 78
Sub-Office No. 6.....	7,582 57	Hyndford.....	317 72
Sub-Office No. 7.....	904 00	Ice Lake.....	201 23
Sub-Office No. 8.....	15,669 20	Ida.....	385 43
Sub-Office No. 9.....	1,253 00	Ignace.....	1,621 30
Sub-Office No. 10.....	7,843 01	Ilderton.....	2,720 60
Sub-Office No. 11.....	1,015 00	Indian River.....	468 30
Sub-Office No. 12.....	21,841 05	Ingersoll.....	24,400 48
Sub-Office No. 14.....	4,995 00	Inglewood.....	1,354 15
Sub-Office No. 15.....	7,727 93	Inkerman.....	716 82
Chedoke.....	834 82	Innerkip.....	863 31
Crown Point.....	8,462 66	Inverary.....	411 23
Hamilton Beach.....	612 18	Inwood.....	1,647 33
Homeside.....	3,984 41	Iona Station.....	704 88
Mount Hamilton.....	2,827 08	Iron Bridge.....	954 04
Hammond.....	850 31	Iron Dale.....	136 14
Hampton.....	731 43	Iroquois.....	5,514 46
Hanbury.....	86 20	Iroquois Falls.....	9,090 72
Hanmer.....	526 00	Islington.....	3,413 31
Hannon.....	384 93	Ivanhoe.....	499 91
Hanover.....	14,887 24	Jackfish.....	504 52
Harcourt.....	214 71	Jacksonboro.....	586 24
Harley.....	387 44	Jackson's Point.....	1,298 61
Harlowe.....	184 55	Janetville.....	554 65
Harold.....	492 04	Jarlsburg.....	233 90
Harrietsville.....	605 54	Jarvis.....	2,801 00
Harrington West.....	206 15	Jasper.....	990 28
Harrison's Corners.....	314 90	Jerseyville.....	776 08
Harriston.....	9,898 83	Jessopville.....	391 15
Harrow.....	3,941 84	Jogues.....	252 24
Harrowsmith.....	1,688 09	Jordan.....	1,117 48
Hartington.....	548 45	Jordan Harbour.....	583 58
Harwood.....	467 22	Jordan Station.....	906 72
Hastings.....	3,307 14	Joyceville.....	242 96
Havelock.....	4,241 55	Kagawong.....	711 55
Hawkesbury.....	9,355 91	Kakabeka Falls.....	706 31
Hawkestone.....	1,284 45	Kaladar Station.....	279 50
Hawkesville.....	161 81	Kaministiquia.....	536 16
Haysville.....	401 70	Kapuskasing.....	4,950 77
Hearst.....	3,099 56	Kars.....	623 97
Heaslip.....	211 50	Katrine Station.....	331 09
Heathcote.....	246 96	Kearney.....	1,285 42
Hensall.....	3,308 44	Keene.....	1,259 32
Hepworth.....	1,406 15	Keewatin.....	4,692 01
Hermon.....	399 33	Kemble.....	725 47
Heron Bay.....	184 82	Kemptville.....	6,867 60
Hespeler.....	10,756 91	Kenabeek.....	325 19
Hickson.....	993 82	Kendal.....	451 83
Highgate.....	1,996 83	Kenilworth.....	935 49
Highland Creek.....	378 27	Kenmore.....	671 51
Highland Grove.....	548 32	Kenney.....	636 44
Hilliardton.....	165 27	Kenora.....	24,799 24
Hillier.....	757 05	Kent Bridge.....	296 09
Hillsburgh.....	1,443 84	Kerrwood.....	1,249 73
Hillsdale.....	808 37	Keswick.....	1,231 54
Hilton.....	387 27	Kettleby.....	456 71
Hilton Beach.....	990 15	Kilbride.....	198 74
Holland Centre.....	615 58	Killaloe Station.....	2,429 88
Holland Landing.....	622 43	Killarney.....	589 86
Holstein.....	1,393 70	Kilsyth.....	107 17
Holyrood.....	476 82	Kilworthy.....	471 86
Honeywood.....	438 46	Kimberley.....	358 08

## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Kinburn.....	1,570 38	Londesborough.....	1,570 63
Kincardine.....	13,497 18	London.....	*490,499 00
King.....	1,372 60		
Kingsmill.....	219 79		
Kingston.....	*116,984 84		
*Divided as follows:—		*Divided as follows:—	
Head Office.....	109,746 10	Head Office.....	434,687 86
Sub-Office No. 1.....	5,387 54	Sub-Office No. 1.....	468 05
Sub-Office No. 2.....	1,114 20	Sub-Office No. 2.....	1,350 23
Bath Road.....	547 00	Sub-Office No. 3.....	7,606 54
Kingston Station.....	190 00	Sub-Office No. 4.....	6,647 22
Kingsville.....	10,716 80	Sub-Office No. 5.....	1,344 00
Kinmount.....	1,740 99	Sub-Office No. 6.....	382 00
Kintore.....	472 16	Sub-Office No. 7.....	1,883 00
Kipling.....	220 68	Sub-Office No. 8.....	11,178 02
Kippen.....	548 39	Sub-Office No. 9.....	774 00
Kirkfield.....	1,543 10	Sub-Office No. 10.....	4,759 05
Kirkland Lake.....	10,840 90	Ealing.....	7,490 63
Kirkton.....	984 71	London South.....	5,415 37
Kitchener.....	124,418 70	London West.....	1,016 89
Kleinburg.....	413 86	St. James Park.....	3,790 14
Klock.....	151 52	Tambling's Corners.....	256 00
Komoka.....	754 19	University P.O.....	1,470 00
Krugersdorf.....	250 97	Long Bay.....	95 51
Lafontaine.....	405 95	Long Branch.....	4,328 57
LaForest.....	500 56	Longford Mills.....	837 41
Lakefield.....	4,795 98	Longlac.....	483 38
Lakeport.....	323 71	Longwood.....	282 11
Lakeside.....	1,151 94	Lonsdale.....	287 15
Lakeview Beach.....	1,239 27	Loretto.....	225 44
Lakeview Park.....	646 18	L'Original.....	1,835 38
L'Amable.....	89 76	Loring.....	617 93
Lambeth.....	1,338 98	Lorneville.....	668 76
Lambton Mills.....	3,781 40	Lorrain Valley.....	71 24
Lanark.....	3,399 30	Lowbanks.....	627 59
Lancaster.....	2,565 82	Lucan.....	2,992 42
Lang.....	187 25	Lucknow.....	6,645 28
Langstaff.....	405 51	Lunenburg.....	351 41
Langton.....	506 67	Lyn.....	1,262 71
Lansdowne.....	3,451 13	Lynden.....	1,396 81
Lansing.....	2,199 37	Lyndhurst.....	1,385 62
Larchwood.....	282 80	Lynedoch.....	389 02
Larder Lake.....	813 15	McAlpine.....	324 80
Larocque.....	294 59	McDonald's Corners.....	450 13
La Salette.....	530 90	McDougall Mills.....	884 64
LaSalle.....	1,049 93	McGregor.....	284 90
Latchford.....	951 17	McKellar.....	623 54
Latta.....	426 75	Maberly.....	803 73
Laurel.....	582 22	MacLennan.....	378 80
Laurentian View.....	419 44	MacTier.....	1,354 80
La Vallée.....	687 00	Madawaska.....	1,116 10
Lavant Station.....	452 37	Madoc.....	6,075 32
Lavigne.....	123 47	Magnetawan.....	1,715 03
Lawrence Station.....	236 78	Maidstone.....	587 40
Leamington.....	18,422 55	Maitland.....	560 39
Leeburn.....	121 51	Malachie.....	265 46
Lefavre.....	573 65	Mallorytown.....	1,931 16
Lefroy.....	1,384 41	Malton.....	748 64
Lemieux.....	176 20	Manchester.....	255 03
Leonard.....	421 53	Mandamin.....	823 69
Levack.....	1,575 62	Manilla.....	511 16
Lime House.....	401 85	Manitowaning.....	2,004 89
Lindsay.....	35,309 45	Manotick.....	974 20
Linwood.....	1,297 66	Manotick Station.....	413 71
Lion's Head.....	1,752 55	Mansfield.....	720 24
Lisle.....	823 78	Maple.....	1,501 81
Listowel.....	14,768 71	Markdale.....	5,987 67
Little Britain.....	1,253 64	Markham.....	3,270 61
Little Current.....	4,577 82	Markstay.....	605 28
Lloydtown.....	376 70	Marlbank.....	965 89
Lochlash.....	148 65	Marmion.....	86 88
Lochlin.....	392 03	Marmora.....	3,482 21
Locust Hill.....	553 25	Martintown.....	1,671 26
Loiselleville.....	447 11	Marysville.....	381 89
		Massey Station.....	2,720 00
		Matheson Station.....	2,937 64



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF ONTARIO—Continued

Name of Office	Revenue. \$ cts.	Name of Office	Revenue \$ cts.
Mattagami Heights.....	655 60	Mount Hope.....	677 16
Mattawa.....	4,430 67	Mount Joy.....	488 80
Mattice.....	816 31	Mount Pleasant.....	892 07
Maxville.....	3,761 65	Mount St. Patrick.....	290 58
Maxwell.....	428 88	Mowat.....	733 50
Maynooth.....	1,130 29	Muir Kirk.....	965 68
Maynooth Station.....	321 41	Muncey.....	528 24
Meadowvale.....	662 44	Murillo.....	742 59
Meaford.....	10,280 80	Myrtle Station.....	635 03
Melancthon.....	296 63	Nairn Centre.....	613 20
Melbourne.....	1,283 18	Nakina.....	1,782 41
Merlin.....	3,399 25	Nanticoke.....	519 02
Merrickville.....	4,041 75	Napanee.....	20,848 44
Merriton.....	5,652 30	Nashville.....	453 91
Metcalfe.....	1,264 84	Naughton.....	196 56
Michipicoten Harbour.....	218 46	Navan.....	937 85
Michipicoten River.....	191 38	Nesterville.....	695 53
Middleville.....	327 72	Nestleton Station.....	876 99
Midhurst.....	483 25	Neustadt.....	1,701 47
Midland.....	24,289 00	Newboro.....	1,410 41
Milberta.....	155 34	Newburgh.....	1,582 45
Mildmay.....	3,049 36	Newbury.....	1,664 20
Milford.....	392 36	Newcastle.....	2,317 98
Millbank.....	771 42	New Dundee.....	910 00
Millbridge.....	213 00	New Germany.....	153 71
Millbrook.....	3,579 74	New Hamburg.....	5,537 18
Mille Roches.....	2,420 03	Newington.....	1,164 29
Mill Grove.....	401 02	New Liskeard.....	16,550 45
Milliken.....	471 43	New Lowell.....	1,053 28
Milnet.....	1,248 08	Newmarket.....	16,805 37
Milton West.....	10,253 46	Newton.....	665 25
Milverton.....	5,133 48	Newton Brook.....	780 20
Mimico.....	5,449 01	Newton Robinson.....	253 55
Mimico Beach.....	4,816 03	New Toronto.....	21,934 32
Minaki.....	1,567 25	Niagara Falls.....	*123,811 47
Mindemoya.....	860 63	* Divided as follows:—	
Minden.....	1,810 93	Head Office.....	95,228 05
Mine Centre.....	799 42	Niagara Falls Centre.....	17,873 75
Minesing.....	559 99	Niagara Falls, Falls View.....	1,400 33
Minett.....	817 02	Niagara Falls South.....	9,223 34
Minnitaki.....	237 86	Niagara Falls West End.....	86 00
Missanabie.....	468 38	Niagara-on-the-Lake.....	4,922 71
Mitchell.....	8,297 00	Nicholson Siding.....	1,413 10
Mobert.....	225 78	Nipigon.....	2,984 23
Moffat.....	459 45	Nipissing.....	461 55
Moir.....	277 54	Nobel.....	91 28
Monckland Station.....	933 88	Nobleton.....	286 67
Monkton.....	1,804 76	Noelville.....	752 34
Mono Mills.....	282 26	Norland.....	523 45
Mono Road Station.....	798 47	Norman.....	2,431 30
Monteith.....	1,473 79	Normandale.....	420 72
Monticello.....	181 29	North Augusta.....	1,440 81
Montreal River.....	155 98	North Bay.....	56,533 60
Montrook.....	9 96	North Brook.....	879 06
Moonbeam.....	765 73	North Bruce.....	361 27
Moorefield.....	1,706 03	North Cobalt.....	1,306 79
Mooretown.....	1,021 11	Northfield Station.....	734 84
Moor Lake Station.....	185 75	North Gower.....	1,705 83
Moose Creek.....	2,126 00	North Lancaster.....	327 19
Morewood.....	862 98	North Pines.....	125 53
Morganston.....	301 79	Northwood.....	890 57
Morpeth.....	999 00	Norval.....	1,117 94
Morrisburg.....	7,227 46	Norwich.....	7,165 13
Morrison.....	423 54	Norwood.....	4,081 15
Morton.....	214 61	Notre-Dame du Lac.....	91 58
Moscow.....	574 36	Nottawa.....	604 98
Mossley.....	469 58	Novar.....	686 85
Moulinette.....	532 01	Oakland.....	245 88
Mountain.....	1,838 97	Oakville.....	15,365 82
Mountain Grove.....	703 41	Oakwood.....	1,338 16
Mount Albert.....	1,616 58	Oba.....	517 36
Mount Bridges.....	2,055 23	Odessa.....	1,389 13
Mount Elgin.....	767 21	Ohswéken.....	373 68
Mount Forest.....	9,806 81	Oil City.....	234 77

Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue	Name of Office	Revenue
	\$ cts.		\$ cts.
Oil Springs.....	1,888 83	Pefferlaw.....	745 49
Omemece.....	2,590 63	Peele Island.....	615 77
Ompah.....	216 53	Pembroke.....	32,929 13
Onondaga.....	215 06	Pendleton.....	560 40
Orangeville.....	11,022 19	Penetanguishene.....	8,409 89
Orillia.....	41,675 38	Perkinsfield.....	185 64
Orleans.....	322 14	Perry Station.....	143 90
Ormond.....	272 90	Perth.....	28,849 64
Orono.....	2,926 30	Perth Road.....	420 01
Oro Station.....	478 48	Petawawa.....	358 49
Orrville.....	541 97	Petawawa Military Camp.....	476 65
Orton.....	815 89	Peterboro.....	*109,545 22
Osgoode Station.....	1,871 91	*Divided as follows:—	
Oshawa.....	*76,000 91	Head Office.....	105,123 56
*Divided as follows:—		Sub-Office No. 1.....	563 35
Head Office.....	70,788 73	Sub-Office No. 2.....	829 49
Cedar Dale.....	1,341 03	Sub-Office No. 3.....	432 00
South Oshawa.....	3,871 15	Sub-Office No. 4.....	2,596 82
Osnabruck Centre.....	274 69	Petersburg.....	876 71
Ottawa.....	*621,444 32	Petrolia.....	13,147 78
*Divided as follows:—		Phelpston.....	593 08
Head Office.....	468,906 84	Philatelic Agency.....	3,891 96
Sub-Office No. 2.....	6,605 57	Phillipsville.....	360 00
Sub-Office No. 3.....	2,058 00	Pickering.....	2,358 87
Sub-Office No. 4.....	8,574 96	Pictou.....	17,701 82
Sub-Office No. 5.....	2,221 01	Pine.....	334 35
Sub-Office No. 6.....	7,935 29	Pinewood.....	549 80
Sub-Office No. 7.....	7,966 89	Pinkerton.....	382 74
Sub-Office No. 10.....	5,431 41	Plainville.....	202 89
Sub-Office No. 14.....	965 00	Plantagenet.....	2,576 64
Sub-Office No. 15.....	2,314 09	Plantagenet Springs.....	261 19
Sub-Office No. 16.....	2,886 00	Plattsburg.....	1,875 74
Sub-Office No. 17.....	5,133 52	Plevna.....	410 09
Sub-Office No. 18.....	394 00	Point Anne.....	584 86
Sub-Office No. 20.....	6,381 27	Pointe-aux-Roches.....	531 44
Bank Street.....	33,966 03	Point Edward.....	2,579 15
Bayswater.....	574 00	Pontypool.....	1,258 61
Clarkstown.....	1,396 76	Porquus Junction.....	764 38
Cummings' Bridge.....	984 95	Port Arthur.....	*57,781 13
Eastview Centre.....	1,021 04	*Divided as follows:—	
Glebe.....	13,912 11	Head Office.....	53,605 82
Hintonburg.....	5,288 50	Sub-Office No. 3.....	3,791 58
Le Breton Flats.....	7,325 56	Sub-Office No. 4.....	356 46
Mount Sherwood.....	1,562 10	Sub-Office No. 5.....	27 27
Naval Service.....		Port Burwell.....	3,121 51
New Edinburgh.....	4,180 73	Port Carling.....	3,095 33
Ottawa East.....	3,919 65	Port Colborne.....	20,580 11
Ottawa South.....	6,583 91	Port Credit.....	5,443 73
Stewarton.....	12,955 13	Port Dalhousie.....	5,697 96
Ottawa West.....	660 44	Port Dover.....	8,865 52
Otter Lake Station.....	313 46	Port Elgin.....	6,732 64
Otterville.....	2,498 09	Port Hope.....	21,974 06
Overbrook.....	796 62	Port Lambton.....	1,246-84
Owen Sound.....	*54,844 26	Portland.....	1,483 37
*Divided as follows:—		Port McNicoll.....	2,478 80
Head Office.....	54,436 29	Port Maitland.....	662 47
Brookholm.....	407 97	Port Nelson.....	1,066 33
Oxdrift.....	654 63	Port Perry.....	6,217 65
Oxford Mills.....	564 72	Port Robinson.....	1,050 94
Oxford Station.....	447 09	Port Rowan.....	3,242 41
Paincourt.....	383 13	Portsmouth.....	2,015 63
Paisley.....	4,604 42	Port Stanley.....	2,883 28
Pakenham.....	2,248 73	Port Stanton.....	755 23
Palermo.....	424 11	Port Sydney.....	1,082 06
Palgrave.....	489 50	Port Whitby.....	590 81
Palmer Rapids.....	282 36	Powassan.....	5,026 86
Palmerston.....	6,171 49	Prescott.....	14,300 40
Parham.....	771 16	Preston.....	22,977 02
Paris.....	22,355 27	Priceville.....	1,002 36
Paris Station.....	2,911 95	Princeton.....	1,721 71
Parkhill.....	6,100 94	Proton Station.....	970 70
Parry Harbour.....	237 69	Providence Bay.....	515 08
Parry Sound.....	14,528 60	Pulp Siding.....	757 40
Pearson.....	123 06	Puslinch.....	773 64



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF ONTARIO—Continued

Name of Office	Revenue	Name of Office	Revenue
	\$ cts.		\$ cts.
Queensborough.....	860 93	St. Raphael West.....	405 50
Queenston.....	1,159 98	St. Thomas.....	68,371 46
Queensville.....	655 35	St. Williams.....	1,548 75
Rainy Lake.....	782 13	Sand Point.....	294 32
Rainy River.....	4,588 21	Sanitarium.....	3,107 03
Ramore.....	769 62	Sarnia.....	65,970 95
Ramsayville.....	253 89	Sarsfield.....	381 57
Rathburn.....	169 49	Sault Ste. Marie.....	*72,060 51
Ravenna.....	673 83	*Divided as follows:—	
Ravenshoe.....	242 09	Head Office.....	54,411 48
Reaboro.....	306 13	Sub-Office No. 1.....	5,256 53
Read.....	239 33	Sub-Office No. 2.....	3,248 05
Redditt.....	713 29	Sub-Office No. 3.....	1,221 00
Rednersville.....	278 72	Sault Ste. Marie West.....	4,985 15
Renfrew.....	26,962 92	Sault Ste. Marie.....	1,031 06
Riceville.....	407 98	Steelton West.....	1,906 64
Richard's Landing.....	1,403 79	Scarborough.....	758 72
Richmond.....	1,670 47	Scarborough Bluffs.....	1,271 50
Richmond Hill.....	4,977 79	Scarborough Junction.....	704 28
Richwood.....	287 01	Schomberg.....	2,286 87
Rideau Ferry.....	202 65	Schreiber.....	3,795 69
Ridgetown.....	8,465 75	Schumacher.....	7,298 96
Ridgeville.....	1,257 13	Scotland.....	1,642 76
Ridgeway.....	4,628 31	Scudder.....	505 69
Ripley.....	3,294 29	Seaforth.....	10,301 37
Riverside.....	642 12	Seagrave.....	531 54
River Valley.....	404 77	Searchmont.....	838 26
Riverview.....	339 19	Sebright.....	434 73
Roblin.....	477 79	Sebringville.....	1,162 27
Roche's Point.....	784 20	Seely's Bay.....	902 70
Rockingham.....	183 23	Seguin Falls.....	395 26
Rockland.....	2,333 22	Selby.....	333 50
Rocklyn.....	309 92	Selkirk.....	2,364 60
Rockport.....	430 69	Sellwood.....	96 18
Rock Springs.....	227 14	Sesikinka Lake.....	387 17
Rockton.....	222 28	Severn Bridge.....	1,087 11
Rockwood.....	2,699 17	Shakespeare.....	769 30
Rodney.....	3,654 47	Shallow Lake.....	684 60
Rose Corner.....	144 88	Shannonville.....	1,036 58
Rosemont.....	251 44	Shanty Bay.....	858 60
Roseneath.....	962 25	Sharbot Lake.....	1,846 21
Roslin.....	412 32	Sharon.....	303 10
Rosseau.....	2,149 48	Sharp Corners.....	218 58
Rossmore.....	516 69	Shedden.....	1,129 83
Rossport.....	679 94	Sheffield.....	353 03
Rothsay.....	307 53	Sheguindah.....	553 21
Ruby.....	172 90	Shelburne.....	6,590 28
Ruel.....	272 65	Sherkston.....	727 25
Ruscom Station.....	307 82	Shillington.....	288 70
Russell.....	2,798 13	Shining Tree.....	201 27
Rutherglen.....	614 44	Sillsville.....	698 89
Ruthven.....	1,960 36	Silver Centre.....	1,506 34
Rydal Bank.....	366 10	Silver Water.....	404 32
Ryland.....	105 04	Simcoe.....	25,279 02
Ste. Agatha.....	285 47	Singhampton.....	818 75
St. Albert.....	339 36	Sioux Lookout.....	5,914 53
St. Amour.....	354 33	Skead.....	324 64
St. Andrew's West.....	376 83	Sleeman.....	394 98
St. Anne de Prescott.....	438 76	Smithfield.....	335 22
St. Ann's.....	635 09	Smith's Falls.....	27,337 19
St. Catharines.....	93,954 32	Smithville.....	3,022 12
St. Charles.....	492 74	Smoky Falls.....	220 57
St. Clements.....	543 80	Smooth Rock Falls.....	2,747 79
St. Columban.....	436 02	Snelgrove.....	184 15
St. David's.....	1,003 38	Sombra.....	1,423 32
St. Eugene.....	1,616 67	Sonya.....	356 52
St. George Brant.....	2,133 37	Southampton.....	5,136 40
St. Isidore de Prescott.....	943 49	South Cayuga.....	359 51
St. Jacob's.....	1,231 54	South End.....	993 88
St. Joachim River Ruscom.....	554 56	South Indian.....	696 79
St. Mary's.....	17,714 88	South March.....	355 45
St. Onge.....	553 29	South Monaghan.....	309 05
St. Paschal Baylon.....	149 52	South Mountain.....	1,258 96
St. Paul's Station.....	361 08	South Porcupine.....	9,344 31

## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
South River.....	2,655 63	Tomstown.....	253 46
South Woodslee.....	1,301 20	Toronto.....	*6,688,696 08
Southwold Station.....	331 99	*Divided as follows:—	
Spanish.....	1,009 78	Head Office.....	3,174,908 07
Spanish Mills.....	781 44	Postal Terminal A.....	578,236 07
Sparrow Lake.....	381 32	Postal Station B.....	242,229 00
Sparta.....	655 02	Postal Station C.....	34,171 89
Spencerville.....	3,038 07	Postal Station D.....	76,325 02
Spragge.....	1,122 99	Postal Station E.....	58,771 99
Spring Bay.....	301 77	Postal Station F.....	135,269 42
Spring Brook.....	625 51	Postal Station G.....	63,154 03
Springfield.....	1,865 41	Postal Station H.....	12,456 25
Springford.....	562 59	Postal Station J.....	33,172 18
Sprucedale.....	2,215 38	Postal Station K.....	26,576 52
Stackpool.....	232 03	Postal Station L.....	27,863 76
Staffa.....	359 24	Sub-Office No. 1.....	3,691 17
Stamford.....	446 53	Sub-Office No. 2.....	6,328 22
Stanley.....	262 59	Sub-Office No. 3.....	7,216 65
Staples.....	323 65	Sub-Office No. 4.....	2,522 39
Stayner.....	4,754 33	Sub-Office No. 5.....	2,436 28
Stella.....	941 79	Sub-Office No. 6.....	5,548 86
Stevensville.....	1,622 26	Sub-Office No. 7.....	5,442 76
Stirling.....	5,115 46	Sub-Office No. 8.....	1,218 67
Stittsville.....	1,403 30	Sub-Office No. 9.....	628 45
Stoco.....	297 55	Sub-Office No. 10.....	2,900 12
Stokes Bay.....	105 00	Sub-Office No. 11.....	6,520 75
Stonecliff.....	408 61	Sub-Office No. 12.....	1,268 84
Stony Creek.....	2,871 53	Sub-Office No. 13.....	1,666 37
Stouffville.....	4,926 50	Sub-Office No. 14.....	26,003 33
Straffordville.....	837 23	Sub-Office No. 16.....	55,614 65
Stratford.....	64,677 62	Sub-Office No. 17.....	3,214 70
Stratford Station.....	10,634 54	Sub-Office No. 18.....	16,783 17
Strathroy.....	12,413 69	Sub-Office No. 20.....	12,041 94
Stratton.....	1,084 68	Sub-Office No. 22.....	12,690 19
Streetsville.....	2,426 77	Sub-Office No. 24.....	10,156 49
Strickland.....	220 28	Sub-Office No. 25.....	20,081 94
Stroud.....	873 11	Sub-Office No. 26.....	4,531 68
Sturgeon Falls.....	10,550 64	Sub-Office No. 27.....	9,000 07
Sudbury.....	55,718 34	Sub-Office No. 28.....	6,218 54
Sulphide.....	569 31	Sub-Office No. 29.....	18,431 93
Summerstown Station.....	577 99	Sub-Office No. 30.....	2,649 39
Sunbury.....	204 36	Sub-Office No. 31.....	38,267 10
Sunderland.....	2,703 79	Sub-Office No. 33.....	10,387 78
Sundridge.....	2,779 10	Sub-Office No. 34.....	10,652 77
Sutton West.....	3,114 87	Sub-Office No. 35.....	2,379 21
Swastika.....	1,956 99	Sub-Office No. 36.....	5,828 70
Sword.....	191 04	Sub-Office No. 37.....	9,268 89
Sydenham.....	2,356 25	Sub-Office No. 38.....	10,269 28
Tamworth.....	2,060 77	Sub-Office No. 39.....	5,509 58
Tara.....	3,094 22	Sub-Office No. 40.....	6,728 70
Tavistock.....	3,948 74	Sub-Office No. 42.....	7,284 40
Tecumseh.....	1,789 71	Sub-Office No. 43.....	10,613 34
Teeswater.....	4,561 04	Sub-Office No. 44.....	11,794 80
Tehkummah.....	304 06	Sub-Office No. 45.....	5,824 83
Terra Cotta.....	413 79	Sub-Office No. 46.....	54,255 23
Terra Nova.....	155 17	Sub-Office No. 47.....	2,024 34
Thamesford.....	1,937 22	Sub-Office No. 48.....	14,344 70
Thamesville.....	4,261 28	Sub-Office No. 49.....	4,861 83
Theford.....	2,850 04	Sub-Office No. 50.....	27,872 46
Thessalon.....	5,661 98	Sub-Office No. 51.....	12,049 87
Thomasburg.....	436 74	Sub-Office No. 52.....	8,439 61
Thornbury.....	3,193 05	Sub-Office No. 53.....	4,328 09
Thornedale.....	1,753 53	Sub-Office No. 54.....	11,022 70
Thornhill.....	1,328 27	Sub-Office No. 55.....	9,085 65
Thornloe.....	820 92	Sub-Office No. 56.....	847 30
Thornton.....	1,466 56	Sub-Office No. 57.....	3,396 06
Thorold.....	13,510 98	Sub-Office No. 58.....	10,882 91
Tilbury.....	5,416 71	Sub-Office No. 59.....	6,414 00
Tillsonburg.....	14,637 92	Sub-Office No. 60.....	1,967 68
Timagami.....	1,217 19	Sub-Office No. 61.....	3,019 55
Timmins.....	36,713 74	Sub-Office No. 62.....	15,280 10
Tincap.....	248 00	Sub-Office No. 63.....	22,851 57
Tiverton.....	1,686 93	Sub-Office No. 64.....	12,621 18
Tobermory.....	618 20	Sub-Office No. 65.....	2,221 63
Toledo.....	614 68		



Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Toronto— <i>Con.</i>		Troy	219,84
Sub-Office No. 66	31,237 25	Tupperville	658 03
Sub-Office No. 67	644 70	Turbine	202 00
Sub-Office No. 69	6,779 90	Turriff	221 32
Sub-Office No. 70	6,833 69	Tweed	6,866 63
Sub-Office No. 71	1,166 95	Tyrone	281 82
Sub-Office No. 72	1,220 93	Udney	324 57
Sub-Office No. 73	552 30	Uffington	297 23
Sub-Office No. 74	1,738 92	Union	453 42
Sub-Office No. 77	129 11	Unionville	1,791 01
Sub-Office No. 78	7,065 73	Uno Park	275 47
Sub-Office No. 79	9,099 49	Uptergrove	331 10
Sub-Office No. 90	2,152 47	Utopia	273 35
Sub-Office No. 91	730 34	Utterson	1,024 11
Sub-Office No. 92	730 72	Uxbridge	9,282 44
Sub-Office No. 95	213 01	Val Gagné	551 16
Sub-Office No. 101	6,340 91	Valrita	250 51
Sub-Office No. 102	18,139 63	Vandorf	129 12
Sub-Office No. 103	14,448 74	Vanessa	624 21
Sub-Office No. 104	4,224 01	Vankleek Hill	5,904 27
Sub-Office No. 105	1,010 33	Varna	652 57
Sub-Office No. 106	4,626 32	Varney	432 61
Sub-Office No. 107	15,338 01	Vars	1,054 93
Sub-Office No. 108	2,342 97	Vasey	264 86
Sub-Office No. 109	1,272 64	Ventnor	243 41
Sub-Office No. 110	2,407 33	Verner	2,131 99
Sub-Office No. 111	45,167 54	Vernon	657 22
Sub-Office No. 116	214,774 00	Vernonville	210 76
Sub-Office No. 116A	402,068 93	Verona	1,532 97
Sub-Office No. 118	4,542 64	Victoria Harbour	2,706 72
Sub-Office No. 122	29,802 18	Victoria Mines	194 55
Sub-Office No. 125	99,383 59	Victoria Road	468 81
Sub-Office No. 125A	139,000 00	Vienna	739 52
Sub-Office No. 140	8,952 66	Vineland	2,655 86
Sub-Office No. 141	3,376 85	Vineland Station	1,248 37
Sub-Office No. 148	6,304 35	Vinemount	372 40
Sub-Office No. 157	5,497 85	Virginia	406 95
Sub-Office No. 167	26,498 39	Vittoria	1,155 01
Sub-Office X	2,080 60	Wabigoon	515 77
Balmy Beach	7,161 56	Wahnapiatae	209 13
Bathurst Street	53,072 59	Wainfleet	1,212 40
Bedford Park	5,498 13	Waldemar	323 36
Birch Cliff	1,891 54	Waldhof	327 84
Bleeker Street	7,449 70	Wales	1,844 65
Bloor Street	11,208 95	Walford Station	476 61
Broadview Avenue	11,015 56	Walker's	386 87
Brockton	7,370 97	Walkerton	11,512 10
Carlton Street	9,574 70	Wallaceburg	14,299 80
Clinton Street	10,268 69	Wallacetown	872 95
Coleman	8,399 81	Wallenstein	766 04
Davisville	5,963 01	Walsingham	608 99
Deer Park	18,051 12	Walter's Falls	381 50
Dundas Street	7,628 52	Walton	984 65
Earls Court	1,951 98	Wanstead	1,010 86
Lee Avenue	6,093 46	Wardsville	996 34
Mount Dennis	27,726 88	Warkworth	2,348 82
Pape Avenue	20,376 70	Warren	1,685 08
Parkdale	14,694 04	Warsaw	731 37
Peter Street	162,246 16	Warwick	197 24
Queen Street East	19,006 89	Washago	1,456 42
Rusholme Road	21,686 27	Waterdown	2,151 06
St. Joseph Street	11,608 97	Waterford	7,902 40
Spadina Avenue	29,313 79	Waterloo	37,434 48
Swansea	1,559 61	Watford	6,373 28
Todmorden	1,218 58	Watson's Corners	179 54
Wychwood Park	5,224 33	Waubausene	1,835 75
Torrence	494 90	Wawbewawa	273 06
Tory Hill	1,182 97	Webbwood	1,558 42
Tottenham	3,297 64	Welland	43,315 90
Trenton	19,371 67	Welland Port	1,148 42
Trent River	297 95	Wellesley	2,389 63
Trout Creek	1,468 95	Wellington	3,354 93
Trout Mills	270 58	Wemyss	264 96
Trowbridge	138 55	Wendover	314 90

## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF ONTARIO—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Westboro.....	4,266 93	Windsor—Con.	
West Brook.....	219 59	Sub-Office No. 1.....	12,348 70
West Hamilton.....	815 27	Sub-Office No. 2.....	8,629 12
West Hill.....	648 82	Sub-Office No. 3.....	4,546 17
West Huntingdon.....	230 40	Sub-Office No. 4.....	73 00
West Lorne.....	3,457 85	Ford Sub-P.O.....	2,694 71
Westmeath.....	1,184 60	Ford Sub-Office No. 2.....	5,232 21
West Montrose.....	641 82	Wingham.....	11,501 57
Weston.....	20,500 16	Winona.....	6,169 38
Westport.....	2,958 78	Wito.....	263 01
Westwood.....	330 15	Wolfe.....	83 50
Wheatley.....	3,214 63	Wolfe Island.....	1,367 08
Whitby.....	12,997 03	Wolverton.....	129 97
White Church.....	393 76	Woodbridge.....	3,243 22
Whitefish.....	617 30	Woodford.....	377 93
White Lake.....	381 49	Woodham.....	411 10
White River.....	1,587 47	Woodlawn.....	427 49
Whitevale.....	462 39	Woodrous.....	200 81
Whitney.....	1,090 04	Woodstock.....	60,613 49
Warton.....	8,187 53	Woodville.....	2,656 70
Widdfield Station.....	521 52	Wooler.....	659 18
Wilberforce.....	522 37	Worthington.....	1,171 31
Wilkesport.....	190 87	Wroxeter.....	1,691 19
Williamsburg.....	1,680 49	Wyebridge.....	328 16
Williamsford.....	294 67	Wyevale.....	510 63
Williamstown.....	1,723 33	Wyoming.....	2,821 02
Wilno.....	611 87	Yarker.....	862 34
Wilsonville.....	474 93	York.....	1,071 10
Wilton.....	317 29	Young's Point.....	444 91
Wilton Grove.....	605 66	Zephyr.....	657 69
Winchester.....	6,574 80	Zurich.....	2,285 40
Winchester Springs.....	309 71	Non-Accounting Post Offices.....	155,868 87
Windermere.....	1,122 73		
Windham Centre.....	348 34		13,903,477 48
Windsor.....	*361,233 01		
*Divided as follows:—		Less—Value of Postage Stamps affixed	
Head Office.....	247,778 51	to Postal Notes.....	20,632 61
Sandwich Postal Station.....	7,404 78		
Walkerville Postal Station.....	72,525 81		13,882,844 87

## PROVINCE OF QUEBEC

Abbotsford.....	1,148 62	Avoca.....	211 60
Abercorn.....	768 93	Ayers Cliff.....	2,854 18
Abord à Plouffe.....	344 34	Aylmer East.....	4,092 89
Acton Vale.....	3,699 95	Aylwin.....	220 06
Adamsville.....	553 86	Bagotville.....	3,063 22
Adstock.....	496 29	Baie des Sables.....	886 24
Albanel.....	813 54	Baie Ste. Claire.....	15 08
Albertville.....	380 58	Baie St. Paul.....	3,867 18
Amos.....	8,272 18	Baillargeon.....	449 60
Amqui.....	4,523 74	Barachois de Malbaie.....	944 39
Ancienne Lorette.....	689 99	Barnston.....	377 32
Ange Gardien.....	463 64	Barrute.....	970 20
Ange Gardien de Rouville.....	1,023 58	Batiscan.....	1,113 56
Angers.....	352 57	Bearn.....	353 48
Angliers.....	993 87	Beauce Junction.....	1,606 11
Anse au Griffon.....	347 06	Beauceville East.....	4,622 15
Armagh.....	1,130 77	Beauceville Ouest.....	2,019 75
Armand.....	412 66	Beauharnois.....	5,307 40
Arthabaska.....	3,579 94	Beaufort.....	1,759 50
Arundel.....	1,233 09	Beaupré.....	356 35
Arrida.....	1,098 73	Beaurivage.....	758 11
Asbestos.....	5,634 28	Béancour.....	828 10
Ascot Corner.....	419 70	Bedford.....	4,282 11
Aston Junction.....	997 65	Beebe.....	3,801 90
Athelstan.....	858 70	Beech Grove.....	286 06
Aubrey.....	288 94	Belcourt.....	577 16
Audet.....	235 81	Belleau.....	788 64
Aurigny.....	130 04	Bellerive.....	1,920 51
Authier.....	371 00	Bellerive Station.....	344 37



Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF QUEBEC—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Belœil Station.....	616 62	Charlesbourg.....	1,220 00
Belœil Village.....	1,822 64	Charney.....	2,234 55
Bergerville.....	1,397 74	Charteris.....	241 68
Berthier en Bas.....	608 12	Chartierville.....	481 36
Berthier en Haut.....	5,510 04	Châteauguay.....	1,125 65
Bic.....	2,606 93	Châteauguay Basin.....	1,019 62
Bienville.....	2,158 41	Château Richer.....	639 61
Birehton.....	359 20	Chaudière Curve.....	318 57
Bishop's Crossing.....	1,456 78	Chaudière Station.....	316 21
Black Cape.....	268 55	Chelsea.....	513 98
Black Lake.....	2,272 85	Chemin Taché.....	623 82
Black Lake East.....	131 82	Chénéville.....	788 34
Blanche.....	161 71	Chicoutimi.....	16,704 34
Blondin.....	346 95	Chicoutimi Centre.....	8,251 05
Blue Sea Lake.....	338 63	Chicoutimi Ouest.....	2,783 75
Boileau.....	143 93	Choisy.....	179 06
Bois Franc.....	215 49	Chute Panet.....	527 28
Bolduc.....	1,031 02	Clarenceville.....	1,212 24
Bolton Centre.....	744 24	Clarke City.....	758 92
Bonaventure.....	1,648 15	Coaticook.....	11,502 40
Bonaventure East.....	293 01	Coleraine Station.....	546 35
Bon Conseil.....	474 97	Como.....	657 17
Bondville.....	307 52	Compton.....	1,918 58
Boucherville.....	1,004 96	Contrecoeur.....	1,417 84
Bouchette.....	727 87	Cookshire.....	5,325 28
Breakyville.....	1,190 24	Corner of the Beach.....	384 32
Brébeuf.....	282 05	Coteau du Lac.....	761 40
Brigham.....	737 53	Coteau Landing.....	476 50
Bristol.....	494 66	Coteau Station.....	1,573 18
Brome.....	846 09	Courcelles.....	684 68
Bromptonville.....	2,628 82	Cowansville.....	7,510 67
Brousseau Station.....	76 88	Crabtree Mills.....	833 96
Broughton Station.....	444 01	Daaquam.....	782 53
Brownsburg.....	2,855 69	Dalesville.....	177 92
Brunet.....	113 94	Dalhousie Station.....	1,596 60
Bryson.....	622 43	Dalibaire.....	565 85
Buckingham.....	8,365 83	Danford Lake.....	302 58
Buckland.....	538 34	Danville.....	7,171 95
Bulwer.....	733 31	Daveluyville.....	827 21
Bury.....	2,479 08	Davidson.....	515 21
Cabano.....	2,719 08	Delisle.....	968 06
Cacuna.....	1,688 66	Delson.....	743 24
Calumet.....	1,504 69	Demers Centre.....	530 05
Calumet Island.....	479 49	Deniau.....	343 53
Campbell's Bay.....	3,184 10	Dequen.....	351 71
Cap à l'Aigle.....	684 11	Desbiens.....	608 67
Cap aux Os.....	212 90	Deschailions.....	2,173 33
Cap Chat.....	1,356 51	Deschambault.....	1,066 08
Cap de la Madeleine.....	4,758 22	Deschênes Mills.....	99 67
Cap des Rosiers.....	413 79	Dewittville.....	338 23
Cape Cove.....	638 39	D'Israeli.....	2,903 35
Capelton.....	249 04	Dixville.....	919 71
Cap Rouge.....	908 74	Dolbeau.....	421 52
Cap St. Ignace.....	2,111 76	Donnacona.....	3,432 92
Cap Santé.....	614 23	Dosquet.....	451 02
Carillon.....	398 93	Doucet.....	253 14
Carleton.....	802 04	Douglstown.....	725 71
Carleton Centre.....	594 96	Drapeau.....	251 72
Carrier.....	80 59	Drummondville East.....	12,093 62
Cascades.....	359 76	Duclos.....	138 97
Cascades Point.....	413 67	Dundee.....	576 77
Caughnawaga.....	1,350 43	Dunham.....	1,727 61
Causapscal.....	1,640 09	Dupuy.....	926 44
Causapscal Station.....	1,272 98	East Angus.....	7,421 07
Chaleurs.....	496 85	East Broughton.....	789 25
Chambly.....	2,662 75	East Broughton Station.....	2,319 36
Chambly Canton.....	2,459 80	East Clifton.....	165 24
Chambord.....	831 07	East Farnham.....	460 02
Chambord Junction.....	433 27	East Hereford.....	581 64
Champlain.....	1,126 11	Eastman.....	1,896 77
Chandler.....	4,133 34	East Templeton.....	575 07
Chapeau.....	1,190 96	Escuminac.....	292 07
Charette.....	609 27	Estcourt.....	651 70
Charlemagne.....	518 21	Étang du Nord.....	338 24

Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF QUEBEC—*Continued*

Name of Office	Revenue	Name of Office	Revenue
	\$ cts.		\$ cts.
Fabre.....	482 69	Honfleur.....	458 30
Fabre Station.....	101 19	House Harbour.....	239 10
Farm Point.....	346 16	Howick.....	1,706 44
Farnham.....	9,952 51	Howick Station.....	1,082 52
Farrellton.....	409 97	Huberdeau.....	832 63
Fassett.....	846 59	Hudson.....	2,196 84
Father Point.....	560 51	Hudson Heights.....	1,545 49
Ferme Neuve.....	1,028 12	Hull.....	25,128 52
Fitch Bay.....	530 25	*Divided as follows:—	
Fontainebleau.....	173 58	Head Office.....	23,758 59
Fort Coulonge.....	2,853 01	Sub-Office No. 1.....	1,369 93
Foster.....	1,284 81	Huntingdon.....	7,477 88
Frampton.....	944 29	Iberville.....	3,605 09
Franklin Centre.....	728 68	Ile aux Noix.....	300 84
Frelighsburg.....	1,833 54	Ile Maligne.....	3,830 29
Fugèreville.....	189 61	Inverness.....	1,413 36
Fulford.....	333 21	Ironside.....	299 57
Gamelin.....	1,139 23	Island Brook.....	211 34
Gardenvale.....	10,127 71	Isle aux Grues.....	824 08
Garneau.....	975 87	Isle Perrot Nord.....	215 02
Garthby Station.....	1,253 27	Isle Verte.....	2,196 34
Gascons.....	862 53	Johnville.....	378 96
Gaspé.....	4,023 39	Joliette.....	20,120 78
Gaspé Harbour.....	1,001 60	Jonquières.....	8,584 64
Gentilly.....	1,600 32	Kamouraska.....	973 78
Georgeville.....	594 38	Katevale.....	309 76
Glenada.....	270 97	Kazubazua.....	527 09
Glendyne.....	159 89	Kenogami.....	7,262 45
Glenelm.....	1,168 33	Kiamika.....	288 29
Glen Iver.....	229 84	Kildare.....	1,156 50
Glen Sutton.....	412 10	Kingsbury.....	629 97
Godbout.....	654 36	Kingsey Falls.....	779 68
Gould.....	725 63	Kinnear's Mills.....	302 80
Gracefield.....	1,932 10	Kippewa.....	558 06
Granby.....	16,846 86	Knowlton.....	5,956 58
Grand Cascadéa.....	1,189 18	La Baie.....	1,625 23
Grande Baie.....	1,206 75	La Baie Shawinigan.....	581 08
Grande Grève.....	352 24	Labelle.....	1,321 80
Grande Ligne.....	977 49	L'Acadie.....	320 97
Grand Entry.....	191 24	Lac à la Tortue.....	522 11
Grandes Bergeronnes.....	610 29	Lac au Saumon.....	2,084 08
Grandes Piles.....	805 73	Lac aux Sables.....	410 69
Grand Mère.....	5,604 21	Lac aux Sables Station.....	303 74
Grand Mère Cité.....	6,919 69	Lac Bouchette.....	647 41
Grand Métis.....	151 16	Lac Brulé.....	397 50
Grand River.....	1,199 36	Lac des Ecureux.....	498 04
Grand St. Esprit.....	331 83	Lac des Iles.....	365 24
Graniteville.....	224 67	Lac Etchemin.....	1,137 84
Greenlay.....	300 59	Lac Frontière.....	1,819 89
Grenville.....	1,938 17	La Chevroitière.....	330 26
Grindstone Island.....	729 08	Lac Humqui.....	333 74
Gronclines.....	561 82	Lachute.....	7,500 79
Grosse Isle.....	116 78	Lachute Mills.....	2,436 88
Guay.....	2,668 95	Lac Masson.....	1,002 16
Guenette.....	347 52	Lac Mercier.....	730 35
Guérin.....	308 15	Lacolle.....	2,171 50
Guigues.....	736 21	Lac Mégantic.....	8,038 10
Haldimand West.....	174 06	La Conception.....	264 02
Ham Nord.....	547 25	Lacroix.....	878 00
Ham Sud.....	392 71	Lac Ste. Croix.....	310 51
Harrington East.....	165 06	Lac Ste. Marie.....	346 61
Hatley.....	661 14	Lac Saguy.....	1,000 82
Hauteur.....	400 91	Ladysmith.....	283 40
Havre Aubert.....	378 41	Lake Edward.....	652 30
Havre St. Pierre.....	477 44	La Macaza.....	619 20
Hébertville.....	1,558 30	La Malbaie.....	6,177 44
Hébertville Station.....	3,034 70	Lamartine.....	715 70
Hemmingford.....	2,454 41	Lambton.....	2,112 08
Henrivassal.....	191 35	Landrienne.....	370 94
Henryville.....	656 40	Langevin.....	1,172 87
Hervey Junction.....	390 89	Langlais.....	319 94
High Falls.....	151 45	L'Annonciation.....	2,296 52
Highwater.....	373 88	Lanoraie.....	810 03
Hillhurst.....	249 53	L'Anse au Beaufils.....	359 18
		L'Anse St. Jean.....	475 38



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
La Patrie.....	1,251 48	Matapédia.....	1,756 10
Laprairie.....	3,628 45	Melbourne.....	953 93
La Présentation.....	1,012 91	Messines.....	709 81
La Reine.....	1,775 93	Metabetchouan.....	2,974 68
La Sarre.....	3,292 85	Métis Beach.....	1,506 30
L'Ascension.....	549 19	Milan.....	636 85
L'Assomption.....	2,756 34	Mille Isles.....	104 24
Laterrière.....	959 45	Minerve.....	351 07
La Trappe.....	1,592 90	Mistassini.....	664 99
Latulipe.....	174 23	Montauban.....	812 33
La Tuque.....	9,277 58	Montauban les Mines.....	512 91
Laurier.....	491 68	Mont Carmel.....	603 03
Laurièreville.....	1,030 94	Monterci.....	587 04
Lauzon.....	2,975 15	Monte Bello.....	2,122 27
Lauzon Ouest.....	413 10	Montfort.....	939 55
Laval des Rapides.....	463 99	Mont Joli.....	7,697 34
Lavaltrie.....	500 15	Mont Laurier.....	5,331 22
L'Avenir.....	568 74	Mont Louis.....	914 37
Laverlochère.....	623 16	Montmagny.....	8,674 80
La Visitation.....	319 91	Montmagny Station.....	3,944 78
Lawrenceville.....	686 22	Montmorency Village.....	2,159 64
Leclercville.....	691 52	Montpelier.....	240 61
Leeds Village.....	839 05	Montreal.....	*3,850,898 94
Lemesurier.....	317 69	*Divided as follows:—	
Lemieux.....	471 90	Head Office.....	2,187,879 21
Lennoxville.....	8,951 91	Postal Station A.....	161,747 29
L'Epiphanie.....	2,238 68	Postal Station B.....	260,677 80
Le Pont de Quebec.....	415 66	Postal Station C.....	30,636 33
Lesage.....	439 53	Postal Station D.....	12,201 82
Les Cèdres, Cedars.....	1,471 15	Postal Station E.....	24,508 27
Les Eboulements.....	883 92	Postal Station F.....	24,807 32
Les Ecureuils.....	369 00	Postal Station G.....	26,306 14
Les Escoumains.....	867 16	Postal Station H.....	120,352 49
Les Etroits.....	328 17	Postal Station M.....	7,154 24
Levis.....	6,643 29	Postal Station N.....	55,478 01
Lime Ridge.....	179 12	Postal Station O.....	5,089 01
Liniers.....	1,185 40	Postal Station R.....	16,594 17
L'Islet.....	2,637 15	Postal Station S.....	8,124 76
L'Islet Station.....	1,411 95	De Lorimier Postal Station.....	28,577 42
Little Cascapédia.....	612 98	Hochelaga Postal Station.....	7,808 13
Little River East.....	388 66	Lachine Postal Station.....	7,846 41
Loretteville.....	5,487 76	Notre Dame de Grâce Postal Station.....	16,461 20
Lorrainville.....	1,131 59	Outremont Postal Station.....	19,672 25
Lotbinière.....	1,102 43	St. Henri Postal Station.....	34,359 40
Louiseville.....	4,566 98	St. Lambert—Chambly Postal Station.....	15,133 25
Lourdes.....	299 69	Verdun Postal Station.....	17,567 40
Low.....	574 63	Westmount Postal Station.....	30,229 15
Low Station.....	218 11	Sub-Office No. 15.....	4,023 20
Luceville.....	934 69	Sub-Office No. 16.....	6,122 04
Luskville.....	640 02	Sub-Office No. 17.....	5,756 20
Lyster Station.....	1,693 12	Sub-Office No. 18.....	6,068 98
McKee.....	187 34	Sub-Office No. 19.....	10,340 09
McMasterville.....	1,071 23	Sub-Office No. 20.....	7,076 09
MacDonald College.....	3,648 17	Sub-Office No. 21.....	17,317 40
Maddington Falls.....	420 82	Sub-Office No. 22.....	4,360 97
Magog.....	10,561 46	Sub-Office No. 23.....	8,012 61
Magog East.....	757 33	Sub-Office No. 24.....	7,240 80
Makamik.....	3,051 25	Sub-Office No. 25.....	76 00
Mandeville.....	443 10	Sub-Office No. 26.....	3,349 74
Maniwaki.....	2,850 48	Sub-Office No. 27.....	14,661 93
Manseau.....	1,234 79	Sub-Office No. 28.....	1,549 07
Mansonville.....	2,144 81	Sub-Office No. 29.....	3,622 54
Marbleton.....	1,028 46	Sub-Office No. 30.....	2,265 98
Marin.....	1,267 75	Sub-Office No. 31.....	6,018 69
Marieville.....	3,486 61	Sub-Office No. 32.....	902 33
Martel.....	374 91	Sub-Office No. 33.....	2,724 59
Martinville.....	371 36	Sub-Office No. 35.....	10,163 94
Maryland.....	329 65	Sub-Office No. 36.....	1,389 29
Mascouche.....	1,204 97	Sub-Office No. 37.....	4,869 69
Masham Mills.....	304 74	Sub-Office No. 38.....	9,169 05
Massawippi.....	389 64	Sub-Office No. 39.....	58,282 58
Masson.....	1,238 59	Sub-Office No. 40.....	1,555 65
Mastaf.....	284 25		
Matane.....	6,837 53		

Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF QUEBEC—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Montreal— <i>Con.</i>		Montreal— <i>Con.</i>	
Sub-Office No. 41.....	6,366 05	Ontario Street East.....	5,905 28
Sub-Office No. 42.....	5,721 88	Park Avenue.....	9,202 80
Sub-Office No. 43.....	5,884 10	Park Avenue Extension.....	5,677 30
Sub-Office No. 44.....	4,037 33	Pointe aux Trembles.....	2,049 92
Sub-Office No. 46.....	2,508 59	Pointe Claire.....	1,989 57
Sub-Office No. 48.....	6,213 48	St. Catherine Street West.....	8,781 38
Sub-Office No. 49.....	603 45	Ste. Cunégonde.....	12,047 04
Sub-Office No. 50.....	5,789 42	St. Denis Street.....	15,561 22
Sub-Office No. 51.....	10,299 28	St. Jean Baptiste de Montréal.....	11,884 97
Sub-Office No. 53.....	2,123 53	St. Jean de la Croix.....	6,847 53
Sub-Office No. 54.....	165 70	St. Josaphat.....	109 50
Sub-Office No. 55.....	372 02	St. Lawrence Street Centre.....	15,226 03
Sub-Office No. 56.....	778 94	St. Louis Square.....	5,023 07
Sub-Office No. 58.....	9,802 50	St. Paul.....	5,424 55
Sub-Office No. 65.....	5,792 34	Sault au Recollet.....	20,759 27
Sub-Office No. 66.....	8,536 50	Tetreaulville.....	644 05
Sub-Office No. 68.....	3,862 00	Valois.....	502 25
Sub-Office No. 69.....	856 81	Victoria Avenue.....	19,097 58
Sub-Office No. 72.....	7,830 75	Villeneuve.....	4,457 27
Sub-Office No. 73.....	6,369 45	Villeray.....	2,392 26
Sub-Office No. 75.....	7,656 30	Ville St. Pierre.....	12,820 23
Sub-Office No. 77.....	17,803 91	Youville.....	6,106 36
Sub-Office No. 85.....	1,745 94	Mont Rolland.....	914 76
Sub-Office No. 86.....	2,840 62	Mont St. Grégoire.....	372 28
Sub-Office No. 93.....	6,780 32	Mont St. Michel.....	136 59
Sub-Office No. 95.....	55,173 25	Monument.....	2,204 40
Sub-Office No. 101.....	1,889 65	Morin Heights.....	1,168 88
Sub-Office No. 104.....	2,969 31	Namur.....	411 20
Sub-Office No. 105.....	15,067 48	Napierville.....	1,622 31
Sub-Office No. 106.....	7,378 67	Nedelec.....	414 09
Sub-Office No. 107.....	3,247 07	Neubois.....	406 85
Sub-Office No. 108.....	3,435 13	Neuville.....	951 28
Sub-Office No. 109.....	905 05	New Carlisle.....	4,271 23
Sub-Office No. 110.....	358 32	New Glasgow.....	1,114 20
Sub-Office No. 111.....	5,045 98	New Liverpool.....	189 18
Sub-Office No. 112.....	2,863 97	Newport Centre.....	463 45
Sub-Office No. 113.....	600 50	Newport Point.....	387 18
Sub-Office No. 114.....	2,708 78	New Richmond.....	1,271 79
Sub-Office No. 115.....	517 66	New Richmond Station.....	1,625 07
Sub-Office No. 116.....	9,555 97	Nicolet.....	6,408 05
Sub-Office No. 117.....	5,944 40	Nominigüe.....	1,624 72
Sub-Office No. 118.....	3,651 81	Normandin.....	1,559 69
Sub-Office No. 119.....	2,520 47	North Coaticook.....	530 49
Sub-Office No. 120.....	154 67	North Hatley.....	3,771 94
Sub-Office No. 121.....	2,615 01	North Nation Mills.....	224 18
Sub-Office No. 122.....	1,145 98	North Stanbridge.....	349 30
Sub-Office No. 123.....	4,902 48	North Stukely.....	453 68
Sub-Office No. 124.....	14,201 73	North Timiskaming.....	1,271 22
Sub-Office No. 125.....	5,409 39	North Wakefield.....	471 31
Sub-Office No. 126.....	4,648 60	Notre-Dame de Ham.....	395 43
Ahuntsic.....	913 30	Notre-Dame de la Mercé.....	115 50
Beaudoin Street.....	5,010 12	Notre-Dame de la Paix.....	358 92
Bordeaux.....	563 07	Notre-Dame de la Salette.....	460 99
Bout de l'Isle.....	30 00	Notre-Dame de Lévis.....	6,650 90
Cartierville.....	1,757 75	Notre-Dame de Pierreville.....	487 26
Côte des Neiges.....	233 41	Notre-Dame de Rimouski.....	357 00
Côte St. Louis.....	2,783 68	Notre-Dame des Bois.....	584 39
Côte St. Michel.....	241 97	Notre-Dame de Stanbridge.....	490 12
Côte Visitation.....	1,190 00	Notre-Dame du Lac.....	1,437 34
Dominion.....	1,658 26	Notre-Dame du Lac Station.....	448 51
Dorval.....	126 80	Notre-Dame du Laus.....	477 68
Greenfield Park.....	467 07	Notre-Dame du Pont Main.....	192 16
Lachine Locks.....	5,014 69	Notre-Dame du Portage.....	470 99
Lakeside.....	25 25	Notre-Dame du Rosaire.....	563 37
Leduc.....	27,036 00	Nouvelle.....	499 91
Longue Pointe.....	1,533 32	Noyan.....	379 58
Longueuil.....	4,279 15	Oak Bay Mills.....	233 55
Montreal Nord.....	796 46	Oka.....	875 14
Montreal South.....	532 50	Ormstown.....	3,850 46
Montreal West.....	4,921 29	Ormstown Station.....	796 06
Mont Royal.....	165 00	Oskelaneo.....	525 03
Notre-Dame des Victoires.....	696 96	Otter Lake.....	668 16
Ontario Street Centre.....	4,650 00	Padoue.....	697 68



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Panet.....	346 12	Rapides des Joachims.....	222 47
Papineauville.....	2,411 58	Rawdon.....	2,604 83
Paquette.....	410 42	Repentigny.....	185 23
Paquin.....	78 69	Restigouche.....	876 75
Parent.....	1,682 23	Richardville.....	369 65
Parisville.....	481 83	Richmond.....	9,845 75
Parkhurst.....	258 32	Rigaud.....	3,504 57
Paspébiac.....	2,901 27	Rimouski.....	13,804 86
Paspébiac West.....	525 49	Ripon.....	660 96
Peninsula Gaspé.....	307 75	River Beaudette.....	665 40
Pentecost River.....	319 89	Riverbend.....	535 11
Percé.....	1,472 32	River Désert.....	2,487 85
Peribonca.....	547 25	Riverfield.....	236 57
Perkins.....	456 93	River Joseph.....	283 81
Petite Matane.....	201 65	Rivière au Doré.....	419 97
Phillipsburg.....	1,151 13	Rivière au Renard.....	894 99
Pierreville.....	3,451 20	Rivière à Pierre.....	1,052 72
Pike River.....	300 98	Rivière Bleue.....	1,691 64
Pintendre.....	203 10	Rivière Bois Clair.....	962 26
Piopolis.....	327 76	Rivière Caplan.....	437 32
Plaisance.....	582 65	Rivière du Loup Centre.....	3,546 16
Plessisville.....	6,136 27	Rivière du Loup (en bas).....	7,925 91
Plessisville Station.....	2,192 44	Rivière du Loup Station.....	8,588 39
Pointe au Chêne.....	394 95	Rivière du Moulin.....	1,237 98
Pointe au Pic.....	4,458 99	Rivière Ouelle.....	563 50
Pointe Basse.....	133 50	Rivière Trois Pistoles.....	685 89
Pointe du Lac.....	502 15	Rivington.....	213 76
Pointe Fortune.....	831 59	Robertsonville.....	1,125 01
Pointe Gatineau.....	1,121 18	Roberval.....	9,127 03
Point St. Peter.....	183 09	Robitaille.....	275 69
Poltimore.....	451 49	Rock Forest.....	341 73
Pontbriand.....	347 99	Rock Island.....	8,117 21
Pont de Maskinongé.....	1,242 13	Rouyn Lake.....	2,126 71
Pont Etchemin.....	1,707 22	Roxton Falls.....	2,015 95
Pont Rouge.....	2,826 25	Roxton Pond.....	1,392 03
Pont St. Maurice.....	1,726 70	Rupert.....	264 92
Portage du Fort.....	691 88	St. Adalbert.....	269 80
Port Alfred.....	2,710 42	St. Adélaïde de Pabos.....	510 61
Port Daniel Centre.....	849 11	St. Adèle.....	832 65
Port Daniel East.....	751 57	St. Adèle (en bas).....	458 85
Port Menier.....	319 23	St. Adelphe de Champlain.....	921 69
Portneuf.....	2,138 82	St. Adolphe de Dudswell.....	419 80
Portneuf Station.....	1,051 48	St. Adolphe de Howard.....	438 58
Price.....	2,156 90	St. Adrien.....	546 97
Princeville.....	2,199 84	St. Agapit.....	677 37
Privat.....	2,146 08	St. Agathe de Lotbinière.....	1,074 78
Proulxville.....	701 76	St. Agathe des Monts.....	9,012 54
Quai de Rimouski.....	858 11	St. Agnès de Dundas.....	472 03
Quai des Eboulements.....	474 45	St. Aimé.....	1,102 80
Quatre Chemins.....	202 45	St. Alban.....	1,118 54
Quebec.....	*580,040 43	St. Albert.....	292 22
*Divided as follows:—		St. Alexandre d'Iberville.....	764 07
Head Office.....	306,556 28	St. Alexandre de Kamouraska.....	1,322 58
Postal Station B.....	86,891 23	St. Alexis de Matapédia.....	732 79
Faubourg St. Jean Baptiste Postal Station.....	26,423 68	St. Alexis de Montcalm.....	1,666 66
St. Roch de Québec Postal Station.....	67,972 59	St. Alexis de Monts.....	1,216 12
St. Sauveur de Québec Postal Station.....	15,096 71	St. Alphonse.....	464 78
Sub-Office No. 1.....	5,738 41	St. Alphonse de Caplan.....	345 97
Sub-Office No. 2.....	6,272 01	St. Amédée de Péribonca.....	170 64
Sub-Office No. 3.....	953 77	St. Anaclet.....	840 23
Sub-Office No. 4.....	6,300 47	St. Anastasio.....	598 01
Sub-Office No. 5.....	890 00	St. André Avelin.....	1,687 67
Sub-Office No. 6.....	581 18	St. André de Kamouraska.....	1,482 20
Candiac.....	12,003 01	St. André de Restigouche.....	240 22
Lairat.....	3,630 56	St. André du Lac St. Jean.....	293 75
Palais.....	11,612 60	St. Andrews East.....	1,736 13
Rue St. Joseph.....	25,116 00	St. Angèle de Laval.....	637 47
Sans Bruit.....	3,710 09	St. Angèle de Mannoir.....	409 11
Stadacona.....	291 84	St. Angèle de Rimouski.....	703 58
Quyon.....	2,169 49	St. Anicet.....	610 06
Racine.....	510 93	St. Anne de Beauré.....	8,604 26
Rapide de L'Original.....	627 35	St. Anne de Bellevue.....	5,249 06
		St. Anne de Chicoutimi.....	858 33
		St. Anne de la Pérade.....	2,873 04

Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF QUEBEC—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Ste. Anne de la Pocatière.....	5,701 84	St. Denis de la Bouteillerie.....	602 29
Ste. Anne des Monts.....	1,685 88	St. Denis Rivière Richelieu.....	1,371 93
Ste. Anne des Plaines.....	641 22	St. Desiré du lac Noir.....	416 65
Ste. Anne du Lac.....	428 01	St. Didace.....	336 99
St. Anselme.....	1,395 54	St. Dominique de Bagot.....	556 02
St. Anselme Station.....	957 89	St. Donat.....	835 17
St. Antoine Abbé.....	452 93	St. Donat de Montcalm.....	609 44
St. Antoine Lotbinière.....	548 48	St. Edouard de Napierville.....	324 96
St. Antoine River Richelieu.....	1,109 64	St. Edwidge.....	421 37
St. Apollinaire.....	780 70	St. Eleuthère.....	834 84
Ste. Apolline de Patton.....	474 63	St. Elie.....	477 17
St. Armand Station.....	1,280 81	Ste. Elizabeth.....	987 36
St. Arsène.....	625 01	St. Eloi.....	713 27
St. Aubert.....	900 79	St. Elphège.....	215 65
St. Augustin de Québec.....	601 32	St. Elzéar de Beauce.....	500 20
St. Augustin (Two Mountains).....	537 90	St. Elzéar de Laval.....	105 78
Ste. Aurélie.....	256 57	St. Emélie de l'Energie.....	774 25
St. Barnabé Nord.....	844 39	Ste. Emélie de Lotbinière.....	341 90
St. Barnabé Sud.....	261 33	St. Emile de Suffolk.....	325 32
St. Barthélemi.....	1,463 16	St. Ephrem de Tring.....	1,587 89
St. Bazile de Portneuf.....	2,115 09	St. Esprit.....	679 33
St. Bazil le Grand.....	420 77	St. Etienne de Beauharnois.....	309 35
Ste. Béatrix.....	249 83	St. Etienne de Bolton.....	210 01
St. Benjamin.....	351 48	St. Etienne de Grès.....	459 24
St. Benoit.....	731 27	St. Eugène de Grantham.....	834 73
St. Benoit Labre.....	670 87	St. Eugène de Guigues.....	300 84
St. Benoit de Matapédia.....	265 93	Ste. Eulalie.....	556 14
St. Bernard de Dorchester.....	808 22	St. Eusebe.....	249 08
St. Blaise.....	221 70	St. Eustache (Two Mountains).....	2,812 54
Ste. Blandine.....	382 66	St. Evariste de Forsyth.....	416 34
St. Bonaventure.....	462 69	St. Evariste Station.....	3,164 28
St. Boniface de Shawinigan.....	814 48	St. Fabien.....	1,614 69
Ste. Brigide d'Iberville.....	962 50	Ste. Famille.....	371 04
Ste. Brigitte des Saults.....	607 04	St. Faustin.....	325 72
St. Bruno.....	538 08	St. Faustin Station.....	1,074 98
St. Bruno Lac St. Jean.....	1,082 76	St. Félicien.....	4,190 03
St. Calixte de Kilkenny.....	381 99	Ste. Félicité.....	555 89
St. Camille.....	819 37	St. Félix de Kingsey.....	780 84
St. Camille de Bellechasse.....	1,658 25	St. Félix de Valois.....	1,848 84
St. Canut.....	272 63	St. Ferdinand.....	1,500 51
St. Casimir.....	3,598 71	St. Flavien.....	1,110 55
Ste. Catherine.....	650 48	Ste. Flore.....	500 22
Ste. Cécile de Lévrard.....	441 97	Ste. Florence.....	820 74
Ste. Cécile de Masham.....	414 14	St. Fortunat.....	366 30
Ste. Cécile de Milton.....	298 17	St. Foy.....	1,000 38
Ste. Cécile de Whitton.....	344 56	St. François de Sales Station.....	226 28
Ste. Cécile Station.....	133 61	St. François du Lac.....	1,175 92
St. Célestin.....	931 27	St. François Montmagny.....	728 43
St. Césaire.....	2,488 67	St. François Xavier de Brompton.....	729 19
St. Charles de Bellechasse.....	1,816 66	St. Frederic.....	530 22
St. Charles de Caplan.....	1,030 64	St. Gabriel de Brandon.....	2,985 88
St. Charles Rivière Richelieu.....	407 94	St. Gabriel de Rimouski.....	397 29
Ste. Christine.....	306 91	St. Gabriel Est.....	310 76
St. Chrysostôme.....	1,868 56	St. Gédéon.....	841 58
Ste. Claire.....	1,657 35	St. Gédéon de Beauce.....	599 50
St. Claude.....	161 96	St. Gédéon Station.....	357 70
St. Clément.....	513 52	Ste. Geneviève de Batiscan.....	1,882 78
St. Clet.....	1,137 81	Ste. Geneviève de Pierrefonds.....	995 64
Ste. Clothilde.....	697 36	St. George Beauce.....	1,397 59
Ste. Clothilde de Châteauguay.....	247 72	St. George de Windsor.....	596 84
St. Côme.....	246 56	St. Georges Est.....	6,958 09
St. Constant.....	701 32	St. Gérard.....	938 31
Ste. Croix.....	1,755 62	St. Gérard d'Yamaska.....	246 35
St. Cuthbert.....	1,527 74	St. Germain de Grantham.....	1,360 13
St. Cyrien.....	383 27	St. Germain de Kamouraska.....	325 39
St. Cyrille de L'Islet.....	811 96	Ste. Germaine Station.....	481 14
St. Cyrille de Wendover.....	1,390 89	Ste. Gertrude.....	744 16
St. Damase St. Hyacinthe.....	453 50	St. Gervais.....	1,240 79
St. Damase de Matane.....	359 05	St. Giles.....	406 71
St. Damase des Aulnaies.....	215 65	St. Godfroy.....	605 56
St. Damien de Brandon.....	489 34	St. Grégoire.....	1,218 41
St. Damien de Buckland.....	876 16	St. Guillaume d'Upton.....	1,800 50
St. David de Lévis.....	413 10	St. Guillaume Station.....	411 14
St. David d'Yamaska.....	559 22	Ste. Hélène de Bagot.....	474 52



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Ste. Hélène de Chester.....	141 23	Ste. Madeleine.....	2,922 24
Ste. Hélène de Kamouraska.....	932 06	St. Magloire.....	582 23
St. Hénédine.....	1,366 86	St. Malachie.....	1,034 92
St. Henri de Lévis.....	1,436 29	St. Malo.....	800 44
St. Hermas.....	1,238 98	St. Marc.....	412 14
St. Herménégilde.....	339 40	St. Marc des Carrières.....	1,262 55
St. Hilaire Station.....	776 31	St. Marcel de l'Islet.....	427 89
St. Hilaire Village.....	682 53	St. Marcel de Richelieu.....	295 36
St. Hilarion.....	242 89	St. Marguerite de Dorchester.....	604 36
St. Hippolyte de Kilkenny.....	276 73	Ste. Maurice, Beauce.....	4,945 98
St. Honoré.....	735 05	Ste. Marie, Salomée.....	304 58
St. Hubert.....	733 31	Ste. Marthe.....	446 98
St. Hugues.....	1,041 07	St. Martin, Laval.....	413 37
St. Hyacinthe.....	32,844 23	Ste. Martine.....	957 91
St. Ignace du Lac.....	287 35	St. Mathias.....	699 48
St. Irénée.....	456 32	St. Mathieu Rimouski.....	469 39
St. Isidore d'Auckland.....	439 75	St. Mathieu de Laprairie.....	224 18
St. Isidore Dorchester.....	844 91	St. Maurice.....	793 46
St. Isidore Laprairie.....	533 06	Ste. Mélanie.....	315 03
St. Jacques.....	2,689 42	St. Michel de Bellechasse.....	877 40
St. Jacques le Mineur.....	266 17	St. Michel de Napierville.....	207 93
St. Janvier.....	548 49	St. Michel de Rougemont.....	700 19
St. Jean.....	21,602 57	St. Michel des Saints.....	1,722 59
St. Jean-Baptiste de Rouville.....	801 57	St. Moïse.....	365 89
St. Jean Chrysostome de Lévis.....	576 70	St. Moïse Station.....	1,103 24
St. Jean de Dieu.....	853 53	Ste. Monique de Nicolet.....	699 22
St. Jean de Matha.....	774 14	St. Monique des deux Montagnes.....	376 19
St. Jean des Piles.....	724 85	St. Narcisse.....	1,730 68
St. Jean d'Orléans.....	393 33	St. Nazaire.....	419 81
St. Jean l'Evangéliste.....	614 37	St. Nicholas.....	281 13
St. Jean Port Joli.....	1,967 77	St. Nicholas Station.....	338 37
St. Jean Station.....	1,692 05	St. Norbert Berthier.....	342 62
St. Jean sur Lac.....	114 27	St. Norbert d'Arthabaska.....	417 29
St. Jérôme.....	10,279 38	St. Octave.....	835 70
St. Joachim de Montmorency.....	468 85	St. Odilon.....	447 38
St. Joachim de Shefford.....	255 61	St. Omer.....	439 60
St. Joseph d'Alma.....	10,345 44	St. Ours.....	1,387 36
St. Joseph de Beauce.....	5,333 59	St. Pacôme.....	1,944 90
St. Joseph de Lepage.....	164 34	St. Pamphile.....	1,776 00
St. Joseph de Lévis.....	535 24	St. Pascal.....	3,754 58
St. Joseph de Sorel.....	566 06	St. Paul de Chester.....	510 00
St. Joseph du Lac.....	256 45	St. Paul du Buton.....	795 20
St. Jovite.....	3,528 84	St. Paulin.....	1,058 11
St. Jovite Station.....	1,023 66	St. Paul l'Ermite.....	337 76
St. Jude.....	594 53	Ste. Perpétue.....	500 35
Ste. Julie de Verchères.....	477 23	Ste. Petronille.....	306 84
Ste. Julienne.....	603 49	St. Philémon.....	533 83
Ste. Julie Station.....	361 19	St. Philippe d'Argenteuil.....	634 64
St. Just de Bretenières.....	364 90	St. Philippe de Laprairie.....	669 86
St. Juste du Lac.....	251 39	St. Philippe de Neri.....	1,029 28
St. Justin, Maskinongé.....	730 57	Ste. Philomène.....	301 45
Ste. Justine de Newton.....	1,196 46	Ste. Philomène de Fortierville.....	925 71
Ste. Justine Station.....	305 60	St. Pie.....	2,345 10
St. Lambert de Lévis.....	550 21	St. Pierre Baptiste.....	342 22
St. Laurent d'Orléans.....	458 22	St. Pierre les Becquets.....	772 52
St. Lazare Village.....	424 59	St. Pierre Montmagny.....	607 63
St. Léandre.....	190 94	St. Placide.....	406 80
St. Léon, Maskinongé.....	864 11	St. Polycarpe.....	2,543 38
St. Léonard d'Aston.....	1,356 35	St. Prime.....	763 76
St. Léonard de Portneuf.....	405 99	St. Prosper.....	796 15
St. Léon le Grand.....	810 70	St. Prosper de Dorchester.....	1,072 19
St. Liboire.....	828 59	St. Raphael Bellechasse.....	1,233 42
St. Liguori.....	287 85	St. Raymond.....	3,381 39
St. Lin.....	1,925 89	St. Remi.....	4,126 19
St. Louis de Courville.....	758 80	St. Remi d'Amherst.....	550 56
St. Louis de Gonzague.....	823 05	St. Remi de Tingwick.....	395 90
St. Louis du Ha Ha.....	646 44	St. Robert.....	361 45
Ste. Louise.....	706 08	St. Roch de Richelieu.....	653 83
Ste. Luce.....	286 90	St. Roch des Aulnaies.....	538 20
Ste. Lucie de Beauregard.....	258 65	St. Roch l'Achigan.....	904 57
Ste. Lucie de Doncaster.....	216 67	St. Romain.....	258 13
St. Lucien.....	281 74	St. Romuald d'Etchemin.....	1,829 46
St. Ludger.....	1,016 96	St. Rosaire.....	647 37
St. Ludger, Rivière du Loup.....	1,297 37	Ste. Rosalie.....	842 47

## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Ste. Rose.....	1,456 31	Sherbrooke.....	*112,132 75
Ste. Rose de Lima.....	412 84	*Divided as follows:—	
Ste. Rose de Watford.....	521 36	Head Office.....	66,593 04
Ste. Rosa du Dégelé.....	2,699 41	Sub-Office No. 1.....	10,708 56
Ste. Sabine.....	161 16	Sub-Office No. 2.....	9,433 04
Ste. Sabine de Bellechasse.....	273 29	Sub-Office No. 3.....	4,057 03
Ste. Sabine Station.....	256 78	Sub-Office No. 4.....	20,442 41
St. Samuel de Gayhurst.....	510 30	Sub-Office No. 5.....	898 67
St. Sauveur des Montagnes.....	570 63	Sherrington.....	508 33
St. Scholastique.....	2,375 62	Shigawake.....	324 17
St. Sebastien.....	637 75	Sillery.....	608 00
St. Sebastien de Beauce.....	839 40	Sixteen Island Lake.....	851 98
St. Siméon de Bonaventure.....	591 25	Sorel.....	11,924 51
St. Siméon, Charlevoix.....	478 23	South Bolton.....	303 95
St. Simon de Rimouski.....	638 52	South Durham.....	2,270 36
St. Simon d'Yamaska.....	384 57	South Quebec.....	332 42
St. Sixte.....	191 51	South Roxton.....	1,188 50
Ste. Sophie de Lacorne.....	302 99	South Stukely.....	604 63
Ste. Sophie de Levrard.....	1,046 19	Spring Hill.....	453 81
Ste. Sophie de Megantic.....	549 55	Squateck.....	320 91
St. Stanislas de Champlain.....	1,433 57	Stanbridge East.....	971 71
St. Stanislas de Kostka.....	425 71	Stanbridge Station.....	350 26
St. Sylvere.....	480 29	Standon.....	591 25
St. Sylvestre.....	1,125 75	Stanstead.....	4,109 30
St. Téléphore.....	460 14	Stoke Centre.....	411 62
St. Thècle.....	1,456 02	Stornoway.....	410 09
St. Thècle Station.....	981 60	Stratford Centre.....	406 35
St. Théodore.....	337 22	Sully.....	519 36
St. Théodore d'Acton.....	489 27	Sutton.....	5,806 98
St. Théophile.....	364 67	Sutton Junction.....	698 33
Ste. Thérèse de Blainville.....	5,784 46	Sweetsburg.....	1,439 64
St. Thomas de Joliette.....	402 88	Tadoussac.....	1,377 11
St. Timothée.....	637 33	Tailon.....	437 86
St. Tite.....	3,827 14	Terrebonne.....	5,336 12
St. Tite des Caps.....	499 05	Thetford Mines.....	14,628 41
St. Ubalde.....	995 57	Thetford Mines West.....	1,737 15
St. Ulric.....	1,232 64	Thetford Sud.....	383 51
St. Urbain de Charlevoix.....	562 22	Thurso.....	2,784 79
St. Urbain de Châteauguay.....	631 34	Tikouape.....	623 94
Ste. Ursule.....	1,045 74	Timiskaming Station.....	7,359 17
St. Valentin.....	394 12	Tingwick.....	691 83
St. Valérien.....	367 91	Tomifobia.....	527 26
St. Valérien de Rimouski.....	352 37	Tourville.....	1,099 12
St. Vallier.....	639 62	Trenholme.....	311 71
St. Vallier Station.....	330 56	Tring Junction.....	940 68
Ste. Véronique.....	227 36	Trois Pistoles.....	4,589 66
St. Vianney.....	343 32	Trois Rivières.....	*69,646 15
Ste. Victoire.....	372 82	*Divided as follows:—	
St. Victor de Tring.....	1,412 26	Head Office.....	56,255 00
St. Vincent de Paul.....	3,255 65	Sub-Office No. 1.....	8,756 09
St. Wenceslas.....	566 00	Sub-Office No. 2.....	4,635 06
St. Zacharie.....	3,358 78	Ulverton.....	289 48
St. Zénon.....	421 78	Upper Bedford.....	1,706 98
St. Zéphérin.....	713 06	Upper Melbourne.....	511 64
St. Zotique.....	225 47	Upton.....	1,165 87
Sabrevois.....	352 12	Val Barrette.....	738 79
Sandy Beach Centre.....	340 41	Val Brillant.....	2,600 45
Sanatorium du Lac Edouard.....	928 04	Valcourt.....	1,508 87
Sault au Mouton.....	391 90	Val David.....	511 04
Sawyerville.....	2,405 61	Val des Bois.....	270 74
Sayabec.....	839 67	Val Jalbert.....	483 58
Sayabec Station.....	3,322 06	Vallée Junction.....	783 95
Scotstown.....	2,916 34	Valleyfield.....	13,734 49
Scott Junction.....	1,077 83	Valmorin.....	758 04
Senneterre.....	1,167 03	Val Quesnel.....	436 95
Seven Islands.....	528 16	Valracine.....	266 14
Shawbridge.....	1,000 40	Val Tétreau.....	281 36
Shawinigan Falls.....	*22,520 99	Varennes.....	1,263 69
*Divided as follows:—		Vaudreuil.....	1,379 88
Head Office.....	20,733 17	Vaudreuil Station.....	1,674 90
Sub-Office No. 1.....	1,787 82	Venosta.....	400 39
Shawville.....	4,174 28	Verchères.....	1,363 45
Sheenborough.....	467 45	Victoriaville.....	16,343 59



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF QUEBEC—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Viger.....	757 89	West Shefford.....	1,236 05
Village Blier.....	716 68	Wickham West.....	1,833 04
Village des Aulnaies.....	472 91	Windsor.....	3,636 32
Village Richelieu.....	886 41	Windsor East.....	1,543 10
Ville la Salle.....	2,813 34	Woburn.....	406 09
Ville Marie.....	2,844 82	Wolfstown.....	263 68
Villemontel.....	696 26	Wotton.....	1,248 82
Vimy Ridge Mine.....	123 57	Wright.....	437 16
Wakefield.....	1,512 64	Wyman.....	520 92
Waltham Station.....	666 99	Yamachiche.....	1,672 69
Warden.....	1,691 84	Yamaska.....	547 79
Warwick.....	3,488 65	Yamaska Est.....	481 10
Waterloo.....	6,356 72	Non-Accounting Post Offices.....	150,181 03
Waterville.....	1,649 17		
Way's Mills.....	342 35		6,367,656 66
Weedon.....	1,646 30	LESS—Value of Postage Stamps affixed to Postal Notes.....	9,449 55
Weir.....	585 94		
West Brome.....	587 23		6,358,207 11
West Broughton.....	476 87		

## PROVINCE OF NOVA SCOTIA

Advocate Harbour.....	908 52	Cape North.....	318 36
Afton.....	383 10	Cape St. Mary.....	102 48
Amherst.....	*37,140 96	Carleton.....	632 57
*Divided as follows:—		Centre Burlington.....	361 35
Head Office.....	35,905 28	Centreville, Kings.....	664 17
Sub-Office No. 1.....	883 98	Chester.....	4,068 39
Sub-Office No. 2.....	351 70	Chester Basin.....	965 53
Amirault Hill.....	206 70	Cheticamp.....	1,504 95
Annapolis Royal.....	7,214 94	Cheverie.....	485 51
Antigonish.....	14,497 40	Chignecto.....	186 10
Arcadia.....	492 68	Christmas Island.....	413 17
Arichat.....	1,757 07	Church Point.....	1,325 08
Athol.....	237 74	Clarke's Harbour.....	1,775 63
Auburn.....	574 32	Clementsport.....	1,039 76
Avonport Station.....	589 05	Clementsvale.....	498 24
Aylesford.....	3,238 20	Cleveland.....	295 84
Baddeck.....	2,872 62	Clyde River.....	657 74
Bailey's Brook.....	245 95	Cold Brook Station.....	313 19
Barrington.....	1,888 80	Collingwood Corner.....	569 70
Barrington Passage.....	1,241 65	Conquerall Banks.....	253 78
Barss' Corners.....	864 66	Cross Roads, Country Harbour.....	405 28
Barton.....	406 02	Curry's Corner.....	383 65
Bass River.....	1,237 26	Dartmouth.....	12,776 86
Bear River, Digby.....	3,680 83	Dayspring.....	373 59
Bedford.....	2,054 60	Debert Station.....	904 92
Belleville.....	331 91	Deep Brook.....	849 39
Belliveau Cove.....	610 71	Denmark.....	808 60
Belmont.....	659 86	D'Escousse.....	711 01
Berwick.....	5,191 47	Digby.....	9,253 17
Bible Hill.....	1,055 46	Diligent River.....	260 25
Big Bras d'Or.....	286 33	Dominion No. 4.....	758 27
Big Tracadie.....	280 91	Dominion No. 6.....	731 39
Bill Town.....	234 62	Earlton.....	190 78
Birch Grove.....	458 02	East Apple River.....	205 62
Blandford.....	381 25	East Erinville.....	113 16
Block House.....	402 32	East La Have.....	714 85
Boylston.....	759 69	East Port Medway.....	200 61
Bridgeport.....	642 15	East Pubnico.....	362 51
Bridgetown.....	7,720 62	East River St. Marys.....	172 82
Bridgeville.....	230 56	East Southampton.....	292 17
Bridgewater.....	15,245 50	Economy.....	497 00
Brighton.....	257 12	Eel Brook.....	305 54
Brookfield, Colchester.....	1,051 33	Elderbank.....	524 02
Brooklyn, Queens.....	539 88	Ellershouse.....	645 01
Caledonia, Queens.....	1,821 83	Elmsdale, Hants.....	1,263 36
Caledonia Mines.....	1,225 64	Enfield.....	945 21
Cambridge Station.....	526 59	Englishtown.....	374 57
Canning.....	4,147 47	Eureka.....	843 25
Canso.....	4,832 40	Falmouth.....	654 32

## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF NOVA SCOTIA—Continued

Name of Office	Revenues. \$ cts	Name of Office	Revenue \$ cts.
Five Islands.....	550 15	Little River Digby.....	555 20
Florence.....	998 59	Liverpool.....	8,560 58
Forties Settlement.....	175 13	Lochaber.....	243 59
Frankville.....	413 22	Lockeport.....	2,407 64
Freeport.....	1,270 18	Londonderry.....	1,074 23
Frizzleton.....	639 36	Louisburg.....	2,347 08
Gabarouse.....	320 15	Louisdale.....	376 72
Gaspereaux.....	1,519 68	Lower Argyle.....	276 16
Gay's River.....	281 11	Lower East Pubnico.....	269 92
Glace Bay.....	15,891 32	Lower l'Ardoise.....	345 92
Glenholme.....	439 26	Lower Wood Harbour.....	785 56
Glenwood.....	166 50	Lunenburg.....	12,198 15
Goldboro.....	691 76	Lydgate.....	233 36
Gold River.....	263 55	Lyons Brook.....	364 38
Grand Etang.....	411 75	McGray.....	123 63
Grand Narrows.....	259 85	McKay's Corner.....	252 43
Grand Pré.....	907 76	Mabou.....	1,090 06
Grand River.....	451 79	Maccan.....	1,049 77
Granville Centre.....	375 69	Mahone Bay.....	4,024 38
Granville Ferry.....	2,166 39	Main-a-Dieu.....	328 40
Great Village.....	1,637 95	Maitland Bridge.....	409 27
Greenfield.....	294 69	Maitland, Hants.....	1,231 01
Greenville Station.....	198 54	Malagash.....	804 35
Greenwich.....	884 00	Marble Mountain.....	239 19
Guysborough.....	3,124 22	Margaree Forks.....	501 07
Halifax.....	*433,892 07	Margaree Harbour.....	562 71
*Divided as follows:—		Margaretsville.....	583 63
Head Office.....	299,627 05	Marie Joseph.....	444 07
Sub-Office No. 2.....	10,235 17	Marion Bridge.....	216 34
Sub-Office No. 3.....	2,660 00	Meadowville Station.....	469 25
Sub-Office No. 4.....	17,313 76	Melvern Square.....	537 27
Sub-Office No. 5.....	6,195 78	Merigomish.....	602 22
Sub-Office No. 6.....	76,365 05	Meteghan.....	834 91
Sub-Office No. 6A.....		Meteghan River.....	842 45
Sub-Office No. 7.....	5,753 11	Meteghan Station.....	667 44
Armdale.....	1,011 10	Middle Musquodoboit.....	1,841 93
North End.....	14,731 05	Middle Stewiacke.....	327 87
Hampton.....	517 62	Middleton, Annapolis.....	7,510 93
Hantsport.....	3,219 26	Middle West Pubnico.....	358 16
Harbourville.....	202 64	Midville Branch.....	107 52
Havre Boucher.....	535 21	Millford Station.....	964 92
Hazel Hill.....	886 34	Millville, Kings.....	271 92
Head of St. Margaret's Bay.....	252 37	Mill Village.....	668 86
Heatherton.....	482 79	Milton.....	1,481 13
Hebron.....	1,034 93	Monastery.....	141 43
Hemford.....	394 29	Morden.....	184 64
Hopewell.....	1,214 72	Moser's River.....	458 36
Hortonville.....	429 04	Mosherville.....	220 65
Hubbards.....	1,261 63	Mount Uniacke.....	317 34
Imperoyal.....	868 99	Mulgrave.....	3,106 90
Ingonish.....	365 98	Musquodoboit Harbour.....	1,630 04
Ingramport.....	385 73	Nappan Station.....	670 07
Irviness.....	4,226 48	Necum Teuch.....	202 44
Iona.....	520 85	Neil's Harbour.....	299 71
Isaac's Harbour.....	522 80	New Aberdeen.....	2,349 13
Joggin Mines.....	2,212 43	New Albany.....	235 51
Jordan Falls.....	574 65	New Campbellton.....	164 43
Judique North.....	188 56	New Germany.....	1,760 71
Kempt.....	349 53	New Glasgow.....	34,751 58
Kemptville.....	610 43	New Harbour West.....	234 40
Kennetcook Corner.....	752 76	Newport.....	1,137 26
Kentville.....	19,097 04	Newport Landing.....	373 65
Kingsport.....	573 42	New Ross.....	808 61
Kingston.....	2,339 87	New Waterford.....	5,879 08
La Have.....	1,041 76	Nictaux Falls.....	414 66
Lantz Siding.....	211 32	Noel.....	672 44
l'Ardoise.....	516 90	North Brookfield.....	322 38
Larry's River.....	302 42	North East Harbour.....	210 81
Lawrencetown.....	2,845 49	North Lochaber.....	861 56
Lequille.....	475 96	Northport.....	353 19
Liscomb.....	460 88	North Sydney.....	18,472 54
Little Bras d'Or.....	147 63	Old Barns.....	576 46
Little Bras d'Or Bridge.....	541 35	Old Bridgeport.....	2,069 36
Little Brook.....	388 78	Oldham.....	420 88



## Gross Postal Revenue of Accounting Offices—Continued

### PROVINCE OF NOVA SCOTIA—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Orangedale.....	717 98	South Ohio.....	1,017 91
Oxford.....	6,222 26	Springfield.....	1,139 42
Oxford Junction.....	529 14	Springhill.....	11,345 70
Paradise.....	991 10	Springhill Junction.....	499 43
Parrsboro.....	6,711 67	Spry Bay.....	268 71
Petite de Grat Bridge.....	376 34	Stellarton.....	8,982 87
Petite Rivière Bridge.....	804 90	Stewiacke.....	2,726 01
Pictou.....	13,177 72	Strathlorne.....	143 22
Pictou Landing.....	271 01	Summersville.....	343 52
Plympton.....	338 08	Sunnybrae.....	525 35
Point Tupper.....	685 02	Surette Island.....	193 02
Pomquet.....	244 32	Sydney.....	*65,203 02
Port Bickerton.....	216 88	*Divided as follows:—	
Port Clyde.....	467 97	Head Office.....	56,532 42
Port Dufferin.....	436 00	Ashby.....	3,209 09
Port George.....	328 66	Sydney Subway.....	3,855 62
Port Greville.....	876 88	Whitney Pier.....	1,605 89
Port Hastings.....	1,013 15	Sydney Mines.....	9,265 12
Port Hawkesbury.....	3,515 06	Tancook Island.....	333 57
Port Hood.....	1,959 70	Tangier.....	505 39
Port Hood Island.....	212 55	Tatamagouche.....	3,566 53
Port Howe.....	415 57	Thomson Station.....	540 51
Port la Tour.....	338 54	Thorburn.....	1,423 31
Port Lorne.....	357 03	Three Mile Plains.....	408 09
Port Maitland.....	918 83	Tidnish.....	175 90
Port Medway.....	592 04	Tiverton.....	732 12
Port Morien.....	1,070 02	Torbrook Mines.....	268 37
Port Mouton.....	704 48	Tracadie.....	422 02
Port Williams.....	2,243 45	Trenton.....	3,131 89
Prospect.....	217 36	Truro.....	55,049 33
Pubnico.....	832 84	Tusket.....	796 11
Pugwash.....	3,478 00	Upper Kennetcook.....	375 37
Pugwash Junction.....	392 32	Upper Musquodoboit.....	984 08
Queensport.....	496 33	Upper Port Latour.....	236 76
Quinan.....	94 31	Upper Stewiacke.....	1,455 65
Reserve Mines.....	1,169 27	Wallace.....	1,304 60
River Bourgeois.....	324 12	Wallace Bridge.....	316 70
River Dennis Station.....	377 78	Walton.....	837 83
River Hébert.....	2,752 89	Waterville.....	1,919 57
River John.....	2,740 72	Waverley.....	253 83
Riverport.....	1,094 51	Wedgeport.....	465 43
Rockdale.....	229 22	Westworth Centre.....	142 97
Rose Bay.....	413 71	West Arichat.....	598 93
Roseway.....	211 14	West Bay.....	449 35
Round Hill.....	568 22	West Branch River John.....	293 87
St. Andrews.....	415 51	Westchester Station.....	847 43
Ste. Croix.....	416 81	West Dublin.....	495 44
St. Peter's.....	2,483 74	Western Shore.....	488 45
Sable River West.....	392 38	West Gore.....	390 37
Salmon River, Digby.....	459 43	West la Have.....	352 61
Sandy Cove.....	602 11	Westport.....	1,051 54
Sandy Point.....	383 65	West Pubnico.....	411 01
Saulnierville.....	370 40	West River Station.....	475 37
Saulnierville Station.....	186 04	Westville.....	6,556 04
Scotch Village.....	462 10	Weymouth.....	2,953 36
Scotsburn.....	1,341 11	Weymouth North.....	655 10
Scotsville.....	192 25	Whitehead.....	341 01
Seabright.....	233 05	Whycomagh.....	1,117 93
Shag Harbour.....	498 20	Williamsdale East.....	101 32
Sheet Harbour.....	2,068 86	Wilmot Station.....	745 75
Shelburne.....	5,044 97	Windsor.....	17,700 07
Sherbrooke.....	2,011 74	Windsor Forks.....	346 15
Shinimecas Bridge.....	311 62	Wolfville.....	13,126 67
Ship Harbour.....	405 48	Yarmouth.....	25,962 25
Shubenacadie.....	3,318 35	Yarmouth North.....	2,380 64
Smith's Cove.....	848 85	Yarmouth South.....	3,129 03
Somerset.....	754 90	Non-Accounting Post Offices.....	135,531 65
Sonora.....	1,084 26		
Southampton.....	353 42		
South Brookfield.....	454 91		
South Farmington.....	266 92		
South Gut of St. Ann's.....	159 71		
South Maitland.....	439 12		
		Less—Value of Postage Stamps affixed to Postal Notes.....	1,963 88
			1,321,427 43

## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF NEW BRUNSWICK

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Adamsville.....	247 10	Edmunston.....	12,473 49
Albert.....	1,126 95	Eel River Crossing.....	770 85
Alma.....	778 60	Elgin.....	1,302 01
Anagance.....	541 20	Elm Tree.....	469 02
Andover.....	937 00	Enniskillen Station.....	329 44
Apohaqui.....	1,233 20	Fairhaven.....	161 88
Aroostook Junction.....	992 96	Fairville.....	7,085 43
Arsenault Siding.....	104 92	Five Fingers.....	478 67
Atholville.....	667 84	Florenceville.....	1,050 49
Back Bay.....	282 66	Fredericton.....	69,158 50
Baie Verte.....	559 34	Fredericton Junction.....	1,105 50
Baker Brook.....	517 26	Gagetown.....	1,451 31
Balmoral.....	378 32	Glassville.....	1,002 53
Barnaby River.....	738 10	Grand Anse.....	716 95
Bass River.....	322 48	Grand Falls.....	6,845 93
Bath.....	2,527 11	Grand Harbour.....	747 53
Bathurst.....	12,384 02	Great Shemogue.....	220 37
Bayfield.....	918 88	Green Point.....	411 32
Beaver Harbour.....	455 83	Green River Station.....	613 51
Beechwood.....	118 30	Hampstead.....	514 71
Belleisle Creek.....	922 45	Hampton.....	912 39
Benton.....	825 49	Hampton Station.....	2,715 02
Blackville.....	1,632 48	Harcourt.....	843 47
Blissfield.....	248 68	Hartland.....	5,826 97
Bloomfield Station.....	625 58	Harvey.....	449 37
Boiestown.....	1,597 10	Harvey Station.....	1,320 93
Brest.....	73 71	Hatfield Point.....	751 23
Bristol.....	1,090 09	Hawshaw.....	707 07
Brown's Flats.....	442 81	Hillsborough.....	2,413 22
Buctouche.....	2,462 48	Hopewell Cape.....	427 54
Burnsville.....	413 00	Hopewell Hill.....	306 14
Burnt Church.....	377 76	Hoyt Station.....	585 19
Burnt Land Brook.....	103 84	Inkerman.....	579 84
Burt's Corner.....	672 08	Jacquet River.....	1,382 57
Butternut Ridge.....	1,313 24	Jemseg.....	278 05
Cambridge.....	421 67	Kedgwick.....	1,581 27
Campbellton.....	22,279 19	Kent Junction.....	309 84
Canaan Station.....	167 47	Keswick Ridge.....	171 07
Canterbury Station.....	1,671 67	Kilburn.....	327 39
Cape Bald.....	387 25	Kingston Royal.....	260 42
Cape Tormentine.....	564 69	Kouchibouguac.....	329 00
Caraget.....	2,669 82	Lake Baker.....	374 62
Castalia.....	437 72	Lakeville.....	826 79
Centreville.....	2,450 27	Lambertville.....	229 23
Chamcook.....	351 46	Lamèque.....	686 78
Charlo Station.....	629 76	Leonardville.....	231 85
Chatham.....	13,336 96	Lepreau.....	893 13
Chipman.....	2,947 87	Little Shemogue.....	484 65
Clair.....	734 42	Loggieville.....	2,285 30
Clifton Kings.....	534 67	Lord's Cove.....	475 58
Cocagne.....	305 65	Lower Caraget.....	355 83
Cody's.....	1,011 13	Lower Hainesville.....	541 62
Coldstream.....	579 42	Lower Southampton.....	1,212 17
Cole's Island.....	666 06	Ludlow.....	417 66
College Bridge.....	675 03	McAdam Junction.....	4,242 69
Collette.....	162 82	Marysville.....	2,334 62
Collins.....	425 98	Maugerville.....	546 04
Corn Hill.....	164 52	Melrose.....	409 30
Cross Creek.....	901 95	Memramcook.....	809 24
Cumberland Bay.....	579 10	Middle Sackville.....	801 41
Cupid.....	434 45	Midgie Station.....	317 03
Dalhousie.....	5,063 01	Millerton.....	852 76
Debec.....	1,444 98	Milltown.....	3,066 11
Derby.....	174 38	Millville.....	1,221 22
Doaktown.....	2,124 79	Minto.....	2,223 81
Dorchester.....	2,685 63	Moncton.....	*484,330 62
Douglastown.....	892 51		
Dupez's Corner.....	144 28		
Durham Bridge.....	468 04		
Durham Centre.....	508 21		
East Bathurst.....	566 91		
East Florenceville.....	1,902 55		
East St. John.....	5,397 32		
Edgett's Landing.....	483 89		

\*Divided as follows:—

Head Office.....	71,140 96
Sub-Office No. 1.....	404,663 50
Sub-Office No. 2.....	2,859 54
Sub-Office No. 3.....	551 00
Sub-Office No. 4.....	335 00
Sub-Office No. 5.....	782 67
Sub-Office No. 6.....	1,356 31



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF NEW BRUNSWICK—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Moncton—Con.		St. John—Con.	
Sub-Office No. 7.....	2,641 64	Sub-Office No. 5.....	2,820 13
Moore's Mills.....	821 68	Haymarket Square.....	4,179 60
Morehouse.....	53 28	Indiantown.....	4,399 42
Mount Carmel.....	165 83	Marsh Bridge.....	1,773 95
Mount Pleasant.....	189 42	Milledgeville.....	1,843 25
Mouth of Keswick.....	650 69	St. John North.....	13,192 64
Napudogan.....	327 80	St. John West.....	11,064 58
Narrows.....	245 10	Sand Point Road.....	34 00
Nash Creek.....	504 49	Union Street.....	11,586 94
Nashwaak Bridge.....	901 15	St. Joseph Westmoreland.....	1,622 83
Nashwaaksis.....	598 95	St. Leolin.....	197 90
Nauwigewauk.....	563 22	St. Leonard.....	2,473 06
Neguac.....	431 04	St. Louis de Kent.....	585 07
Newcastle.....	12,393 63	St. Martin's.....	1,304 98
Newcastle Creek.....	228 43	St. Paul's.....	315 66
New Mills.....	594 19	St. Quentin.....	2,034 19
North Devon.....	2,444 92	St. Stephen.....	20,152 05
North Head.....	1,662 05	Sackville.....	16,604 21
Norton.....	2,612 89	Salisbury.....	1,538 36
Oak Point.....	248 18	Salmonhurst.....	537 19
Oromocto.....	1,259 06	Seal Cove.....	844 46
Paquetville.....	508 17	Shediac.....	5,062 88
Penfield.....	150 72	Sheffield.....	184 02
Penfield Ridge.....	357 07	Shippigan.....	1,091 18
Penobsquis.....	541 16	Shives Athol.....	426 89
Perth.....	4,775 89	Siegas.....	294 67
Petitcodiac.....	2,999 10	South Branch of St. Nicholas River..	214 86
Petit Rocher.....	853 34	South Devon.....	2,350 79
Pinder.....	938 77	South Nelson.....	1,046 02
Plaster Rock.....	2,819 75	Springfield Royal.....	331 20
Pointe de Bute.....	569 01	Stanley.....	1,974 23
Port Elgin.....	3,040 45	Stickney.....	279 49
Prime.....	182 23	Stonehaven.....	308 97
Prince William.....	482 16	Sunnybrae.....	1,106 63
Prince William Station.....	425 04	Sussex.....	14,542 48
Quarryville.....	295 55	Sussex Corner.....	1,016 53
Queenstown.....	210 63	Tabucintac.....	647 27
Red Bank.....	683 91	Taymouth.....	564 74
Renous.....	646 82	Tilley Road.....	236 96
Rexton.....	2,197 89	Tracadie.....	2,014 21
Richibucto.....	2,634 72	Tracey.....	604 84
Riley Brook.....	297 96	Upham.....	375 02
Ripples.....	636 87	Upper Blackville.....	418 04
Riverbank.....	18 57	Upper Gagetown.....	289 96
River Charlo.....	497 56	Upper Kent.....	442 17
River de Chute.....	255 31	Upper Pockmouche.....	335 82
River Side.....	798 91	Upper Sackville.....	1,071 60
Rogersville.....	1,783 62	Upper Woodstock.....	408 84
Rolling Dam Station.....	1,564 66	Verret.....	86 42
Rothsay.....	2,340 35	Victoria.....	977 19
Rusagornis Station.....	300 53	Waterside.....	75 78
St. Andrew's.....	6,269 24	Welchpool.....	756 23
Ste. Anne de Madawaska.....	500 42	Welsford.....	966 79
Ste. Anne de Bocage.....	161 42	West Bathurst.....	3,405 92
St. Anthony.....	387 87	Westfield.....	353 19
St. Basil.....	712 07	Whitehead.....	391 47
St. Charles.....	166 89	Wilson's Beach.....	553 71
St. François de Madawaska.....	492 12	Windsor.....	126 48
St. George.....	4,032 58	Wirral.....	294 58
St. Isidore.....	222 09	Woodstock.....	19,976 27
St. Jacques.....	440 69	Young's Cove Road.....	659 85
St. John.....	*277,140 49	Zealand Station.....	338 84
*Divided as follows:—		Non-Accounting Post Offices.....	85,009 67
Head Office.....	198,746 25		
Sub-Office No. 1.....	4,582 16		
Sub-Office No. 2.....	10,483 81		
Sub-Office No. 3.....	9,914 06		
Sub-Office No. 4.....	2,519 70		
		Less—Value of Postage Stamps affixed to Postal Notes.....	1,939 14
			1,304,779 97

## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF PRINCE EDWARD ISLAND

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Albany.....	1,532 85	Miscouche.....	734 81
Alberton.....	3,335 97	Montague.....	5,249 76
Annandale Lot 56.....	301 85	Morell.....	1,009 14
Armada.....	378 26	Mount Stewart.....	1,527 22
Beaton's Mills.....	373 81	Murray Harbour.....	1,108 52
Bedeque.....	589 84	Murray River.....	1,028 00
Bedford Station.....	266 08	New Glasgow.....	235 62
Belfast.....	597 15	New London.....	513 92
Bloomfield Station.....	775 26	New Wiltshire.....	874 48
Bonshaw.....	501 93	Northam.....	453 71
Breadalbane.....	1,043 40	O'Leary Station.....	2,851 71
Bristol.....	255 93	Peake Station.....	638 65
Cape Traverse.....	478 18	Piusville.....	969 95
Cardigan.....	1,464 08	Portage, Prince.....	353 71
Carleton Siding.....	389 93	Port Borden.....	734 59
Central Bedeque.....	432 75	Pownall.....	330 51
Charlottetown.....	61,682 99	Princetown.....	820 71
Clyde River.....	729 59	Richmond.....	720 13
Coleman.....	695 84	St. Louis.....	753 11
Conway Station.....	418 80	St. Mary's Road.....	747 87
Crapaud.....	510 35	St. Peter's Bay.....	1,498 04
Dundas Centre.....	441 01	Souris East.....	4,123 73
East Baltic.....	407 78	Stanley Bridge.....	290 16
Ellerslie.....	640 51	Summerside.....	19,513 66
Elmira.....	570 33	Tignish.....	3,094 37
Elmsdale.....	658 75	Tyne Valley.....	890 04
Emerald.....	674 88	Vernon Bridge.....	573 00
Fredericton Station.....	453 30	Victoria.....	784 69
Freetown.....	621 73	Wellington Station.....	1,229 87
French River.....	502 32	Wood Islands North.....	271 31
Georgetown.....	1,387 54	Non-Accounting Post Offices.....	9,091 00
Hopefield.....	312 30		
Howlan.....	467 92		153,374 83
Hunter's River.....	2,198 06	Less—Value of Postage Stamps affixed to Postal Notes.....	227 60
Kensington.....	3,135 90		
Kinkora.....	669 46		153,147 23
Kinross.....	462 21		

## PROVINCE OF MANITOBA

Alexander.....	1,543 08	Binscarth.....	2,481 45
Alonsa.....	1,002 71	Birch River.....	734 10
Altamont.....	1,163 43	Bird's Hill.....	595 25
Altona.....	2,842 03	Birnie.....	780 07
Amaranth.....	549 39	Birtle.....	3,770 57
Angusville.....	1,464 38	Boissevain.....	5,265 11
Arborg.....	1,955 82	Bowsman River.....	2,975 20
Ardan.....	1,787 46	Bradwardine.....	691 82
Argyle.....	317 62	Brandon.....	111,695 40
Arnaud.....	847 51	Broad Valley.....	408 63
Arrow River.....	491 06	Brookdale.....	980 09
Ashern.....	1,470 52	Broomhill.....	264 15
Ashville.....	367 32	Brunkild.....	772 75
Austin.....	1,747 56	Bruxelles.....	476 78
Bagot.....	613 38	Buncloidy.....	235 27
Baldur.....	2,224 27	Butler Station.....	277 53
Balmoral.....	788 74	Cameron.....	137 58
Bannerman.....	402 57	Camper.....	424 22
Barrows.....	638 98	Carberry.....	4,410 27
Basswood.....	1,536 01	Cardale.....	755 85
Beaconia.....	409 48	Cardinal.....	326 21
Beaman.....	97 08	Carman.....	8,629 39
Beausejour.....	2,822 68	Carnegie.....	187 85
Beaver.....	287 59	Carroll.....	833 87
Belmont.....	2,733 07	Cartwright.....	2,445 95
Benito.....	2,373 73	Chatfield.....	444 28
Beresford.....	486 08	Clandeboyne.....	640 13
Bethany.....	470 87	Clan William.....	1,247 15
Beulah.....	648 97	Clear Water.....	997 32
Bield.....	310 78	Cordova.....	309 43



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF MANITOBA—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Coulter.....	310 66	Hartney.....	4,322 51
Cracknell.....	123 71	Haskett.....	432 98
Crandall.....	1,346 05	Hayfield.....	329 15
Cromer.....	619 72	Haywood.....	657 09
Crystal City.....	2,677 94	Headingley.....	1,168 62
Cypress River.....	1,825 61	Helston.....	340 31
Dand.....	491 75	Herb Lake.....	468 42
Darlingford.....	2,084 39	High Bluff.....	996 12
Dauphin.....	21,518 81	Hilton.....	378 25
Decker.....	681 95	Hodgson.....	798 13
Deepdale.....	679 05	Holland.....	3,815 16
Deer Horn.....	332 68	Homewood.....	479 62
Deleau.....	570 46	Holmfield.....	1,013 67
Deloraine.....	5,191 07	Hulton.....	1,689 58
Desford.....	405 79	Ingelow.....	223 17
Dominion City.....	1,643 19	Inglis.....	1,326 94
Douglas Station.....	659 49	Inwood.....	1,241 24
Dropmore.....	496 68	Isabella.....	543 10
Dunrea.....	1,104 96	Janow.....	866 93
Durban.....	1,405 99	Justice.....	396 16
East Selkirk.....	657 88	Kaleida.....	331 10
Ebor.....	412 73	Katrine.....	309 20
Eden.....	1,170 44	Kawende.....	1,675 96
Edrans.....	612 15	Kelloe.....	694 73
Elgin.....	2,146 14	Kelwood.....	1,763 19
Elie.....	810 09	Kemnay.....	280 95
Elkhorn.....	3,472 89	Kenton.....	1,374 45
Elm Creek.....	2,410 09	Kenville.....	926 50
Elphinstone.....	1,316 19	Keyes.....	460 22
Elva.....	707 64	Killarney.....	5,640 81
Emerson.....	4,417 94	Kirkella.....	465 60
Erickson.....	1,400 79	Kirkfield Park.....	448 20
Ericksdale.....	1,758 18	Komarno.....	415 25
Erinview.....	219 79	La Broquerie.....	632 03
Ethelbert.....	1,699 06	Lac du Bonnet.....	1,750 52
Ewart.....	283 80	Langruth.....	1,347 29
Fairfax.....	384 58	Larivière.....	1,434 21
Fairford.....	406 26	La Salle.....	531 79
Fannystelle.....	1,203 55	Lauder.....	1,336 15
Firdale.....	234 38	Laurier.....	1,047 39
Fisher Branch.....	1,234 26	Lavenham.....	444 56
Fork River.....	1,084 86	Lena.....	353 98
Forrest Station.....	399 51	Lenore.....	1,145 84
Fort Whyte.....	404 40	Letellier.....	1,353 97
Foxwarren.....	2,242 69	Loretto.....	474 42
Franklin.....	1,234 93	Lowe Farm.....	884 07
Gardenton.....	522 49	Lundar.....	1,744 59
Garland.....	443 22	Lyleton.....	1,360 55
Garson Quarry.....	353 37	McAuley.....	1,387 95
Gilbert Plains.....	5,237 46	McConnell.....	579 51
Gimli.....	1,846 36	McCreary.....	2,271 36
Giroux.....	631 83	MacDonald.....	673 90
Gladstone.....	4,237 53	MacGregor.....	3,132 17
Glenboro.....	3,033 01	Magnet.....	326 63
Glenella.....	1,681 69	Makaroff.....	585 85
Glencairn.....	300 90	Makinak.....	1,126 00
Glenora.....	486 84	Manitou.....	4,550 16
Goodlands.....	846 40	Manson.....	644 73
Grande Clairière.....	329 36	Mariapolis.....	1,094 00
Grand View.....	4,856 86	Marquette.....	641 51
Graysville.....	874 41	Mather.....	1,070 64
Great Falls.....	593 54	Mayfield Station.....	242 22
Green Ridge.....	320 65	Medora.....	819 24
Greenway.....	927 58	Melita.....	4,747 37
Gregg.....	293 76	Miami.....	2,200 52
Gretna.....	2,166 31	Millwood.....	314 23
Griswold.....	1,511 97	Miniota.....	2,174 82
Guntton.....	494 26	Minitonas.....	1,656 04
Hamiota.....	3,797 60	Minnedosa.....	9,353 08
Harcus.....	229 44	Minto.....	1,502 90
Harding.....	565 47	Moline.....	538 07
Hargrave.....	319 33	Moorepark.....	501 97
Harrowby.....	356 04	Morden.....	7,994 02
Harte Station.....	220 16	Morris.....	4,212 51

Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF MANITOBA—*Continued*

Name of Office	Revenue	Name of Office	Revenue
	\$ cts.		\$ cts.
Mountainside.....	278 89	Shellmouth.....	774 94
Mowbray.....	337 49	Shoal Lake.....	6,163 93
Muir.....	191 59	Sidney.....	1,240 61
Mulvihill.....	822 23	Sifton.....	2,840 85
Myrtle.....	675 02	Silverton Station.....	384 66
Napinka.....	1,803 88	Sinclair Station.....	900 30
Narcisse.....	400 16	Snow Flake.....	1,155 05
Neelin.....	612 20	Solsgrith.....	1,261 72
Neepawa.....	12,072 30	Somerset.....	2,219 80
Nesbitt.....	930 49	Souris.....	7,995 28
Newdale.....	2,556 03	Sperling.....	1,760 69
Ninette.....	4,429 04	Sprague.....	570 81
Ninga.....	1,764 51	Starbuck.....	1,428 81
Niverville.....	646 52	Steepprock.....	554 07
Norgate.....	236 13	Steinback.....	1,959 95
Notre Dame de Lourdes.....	1,368 84	Stephenfield.....	257 59
Oak Bank.....	647 42	Stockton.....	606 56
Oakburn.....	1,760 98	Stonewall.....	4,355 25
Oak Lake.....	3,282 45	Stony Mountain.....	721 81
Oak Point.....	570 64	Strathclair.....	2,537 12
Oak River.....	1,874 75	Stuartburn.....	273 82
Oberon.....	425 46	Swan Lake.....	1,696 62
Ochre River.....	1,319 67	Swan River.....	6,317 52
Otterburne.....	2,271 05	Teulon.....	2,293 44
Petersfield.....	715 79	The Pas.....	9,587 23
Pettapiece.....	268 29	Thornhill.....	607 64
Pierson.....	1,525 43	Tilston.....	1,092 29
Pilot Mound.....	3,355 52	Tolstoi.....	590 43
Pinawa.....	250 15	Transcona.....	5,061 43
Piney.....	425 74	Treesbank.....	501 34
Pipestone.....	1,657 83	Treherne.....	3,810 54
Plumas.....	1,869 78	Two Creeks.....	413 65
Plum Coulee.....	2,247 35	Tyndall.....	566 69
Pointe du Bois.....	604 05	Underhill.....	191 48
Pope.....	306 14	Valley River.....	527 55
Poplarfield.....	438 71	Victoria Beach.....	792 98
Poplar Point.....	754 10	Virten.....	10,267 31
Portage la Prairie.....	32,581 95	Vista.....	505 85
Purves.....	445 30	Vita.....	873 90
Rapid City.....	3,907 06	Wakopa.....	279 97
Rathwell.....	1,729 73	Warrenton.....	572 28
Reaburn.....	262 81	Waskada.....	2,242 98
Regent.....	531 57	Wawanesa.....	11,310 64
Reston.....	4,096 21	Wellwood.....	943 45
Ridgeville.....	616 55	Westbourne.....	1,058 43
Riding Mountain.....	570 84	Wheatland.....	279 08
Rivers.....	2,683 13	Whitemouth.....	1,095 54
Riverton.....	1,653 76	Whitewater.....	367 03
Roblin.....	3,996 35	Willen.....	342 63
Roland.....	3,002 44	Winkler.....	3,443 36
Rorketon.....	638 57	Winnipeg.....	*3,354,456 28
Rosebank.....	562 71	*Divided as follows:—	
Rose Isle.....	672 94	Head Office.....	2,153,627 31
Rosenfeld.....	961 93	Station B.....	25,518 43
Rossburn.....	2,128 78	Station C.....	16,089 98
Rossendale.....	558 39	Station D.....	14,966 19
Rounthwaite.....	458 73	Station K.....	7,525 64
Russell.....	5,643 49	Sub-Office No. 1.....	13,084 64
Ste. Agathe.....	782 24	Sub-Office No. 3.....	23,774 66
St. Alphonse.....	241 15	Sub-Office No. 4.....	66,829 58
Ste. Amelie.....	241 28	Sub-Office No. 5.....	12,818 85
Ste. Anne des Chênes.....	1,924 39	Sub-Office No. 6.....	17,385 57
St. Claude.....	1,393 94	Sub-Office No. 7.....	658 29
St. Eustache.....	327 08	Sub-Office No. 8.....	3,621 00
St. Jean Baptiste.....	1,274 84	Sub-Office No. 9.....	8,045 35
St. Laurent.....	840 27	Sub-Office No. 10.....	9,874 80
St. Lazare.....	622 25	Sub-Office No. 11.....	4,640 46
St. Norbert.....	1,384 95	Sub-Office No. 12.....	5,073 55
St. Pierre Jolys.....	1,659 85	Sub-Office No. 13.....	7,612 00
Ste. Rose du Lac.....	2,176 69	Sub-Office No. 14.....	6,724 01
Sandy Lake.....	1,169 35	Sub-Office No. 15.....	13,795 29
Sanford.....	1,031 83	Sub-Office No. 16.....	193 56
Scandinavia.....	64 32	Sub-Office No. 17.....	6,228 84
Selkirk.....	8,446 58	Sub-Office No. 18.....	5,635 00



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF MANITOBA—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Winnipeg—Con.		Winnipeg—Con.	
Sub-Office No. 19.....	7,727 00	Morse Place.....	252 71
Sub-Office No. 20.....	4,202 95	Norwood Grove.....	14,726 66
Sub-Office No. 21.....	9,915 02	St. Boniface.....	19,685 46
Sub-Office No. 22.....	6,691 17	St. Vital.....	1,073 16
Sub-Office No. 23.....	831,709 50	Sturgeon Creek.....	345 67
Sub-Office No. 24.....	1,123 86	Winnipeg Beach.....	1,870 61
Sub-Office No. 25.....	1,103 45	Winnipegosis.....	2,405 04
Sub-Office No. 26.....	1,208 75	Woodlands.....	627 28
Sub-Office No. 27.....	5,942 30	Woodnorth.....	864 81
Derry.....	5 05	Woodside.....	131 48
Dickens.....	1,950 00	Non-Accounting Post Offices.....	56,583 66
East Kildonan.....	450 45		
Fort Rouge.....	3,629 24		4,080,471 25
Inkster.....	6,543 75		
Kildonan West.....	1,956 89	Less—Value of Postage Stamps affixed to Postal Notes.....	6,055 39
King Edward.....	2,657 08		
Louise Bridge.....	7,823 16		4,074,415 86

## PROVINCE OF SASKATCHEWAN

Abbey.....	2,386 46	Bechard.....	425 63
Aberdeen.....	2,023 63	Beechy.....	1,820 60
Abernethy.....	2,479 52	Belle Plaine.....	822 56
Adanac.....	979 52	Bender.....	533 39
Admiral.....	2,933 55	Bengough.....	3,391 56
Aiktow.....	363 36	Benson.....	901 21
Alameda.....	2,604 94	Bethune.....	2,185 35
Albertville.....	303 56	Beverly Station.....	503 13
Alida.....	1,017 51	Bienfait.....	2,680 42
Allan.....	2,325 05	Biggar.....	10,054 87
Alsask.....	3,348 03	Big River.....	1,457 90
Amazon.....	347 38	Birch Hills.....	3,424 08
Amsterdam.....	223 56	Birmingham.....	231 45
Amulet.....	1,033 85	Birsay.....	1,462 60
Anerley.....	417 50	Bjorkdale.....	143 37
Aneroid.....	3,706 42	Bladworth.....	2,207 80
Anglia.....	1,108 61	Blaine Lake.....	2,977 83
Annaheim.....	504 55	Blucher.....	770 14
Antelope.....	658 27	Blumenhof.....	564 05
Antler.....	1,569 55	Boharm.....	576 66
Arborefield.....	377 46	Borden.....	2,255 31
Archerwill.....	314 92	Bounty.....	1,095 31
Arcola.....	5,593 74	Bracken.....	1,000 95
Ardath.....	1,250 90	Braddock.....	296 55
Ardill.....	497 58	Bradwell.....	1,220 62
Argo.....	290 72	Brancepeth.....	485 69
Armley.....	384 31	Bratton.....	332 69
Arran.....	1,507 55	Bredenbury.....	1,835 99
Artland.....	785 80	Bresaylor.....	417 87
Asquith.....	2,468 36	Bridgeford.....	762 58
Assiniboia.....	12,084 67	Briercrest.....	1,952 56
Atwater.....	798 09	Broadacres.....	673 16
Avonhurst.....	424 89	Broadview.....	4,637 80
Avonlea.....	2,624 68	Brock.....	1,961 36
Aylesbury.....	1,689 10	Broderick.....	2,067 59
Bagley.....	253 12	Bromhead.....	1,689 68
Baildon.....	338 12	Brooking.....	206 12
Balcarres.....	3,693 65	Brooksby.....	898 46
Baldwinton.....	338 40	Browning.....	483 97
Balgonie.....	1,623 76	Brownlee.....	1,815 06
Bangor.....	894 00	Bruno.....	3,072 06
Barbour.....	197 87	Buchanan.....	2,719 10
Baring.....	275 11	Buffalo Head.....	255 91
Bateman.....	1,544 44	Bulyea.....	1,859 99
Battleford.....	8,205 87	Burstall.....	1,629 40
Battrum.....	803 85	Buttress.....	238 35
Bayard Station.....	315 17	Cabri.....	5,019 51
Beadle.....	553 97	Cadillac.....	2,995 94
Beatty.....	1,075 98	Calder Station.....	1,536 87
Beaufield.....	248 49	Candiac Station.....	839 68

## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF SASKATCHEWAN—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Cando.....	897 26	Disley.....	749 46
Canora.....	6,175 79	Doddsland.....	2,151 86
Cantuar.....	514 51	Dollard.....	1,301 85
Canuck.....	238 98	Domremy.....	1,248 93
Canwood.....	2,200 42	Donavon.....	850 21
Carievale.....	1,669 29	Donwell.....	264 87
Carlton.....	460 23	Drake.....	1,939 49
Carlyle.....	4,415 59	Drinkwater.....	1,917 93
Carmel Station.....	868 33	Driver.....	835 60
Carmichael.....	1,025 04	Druid.....	955 47
Carnduff.....	4,814 09	Dubuc.....	1,986 00
Caron.....	1,718 44	Duck Lake.....	2,051 87
Carruthers.....	780 94	Duff.....	713 57
Cavell.....	565 40	Dumas.....	438 40
Cedoux.....	573 55	Dummer.....	937 46
Central Butte.....	2,597 78	Dunblane.....	1,197 06
Ceylon Station.....	2,252 23	Dundurn.....	2,221 19
Chamberlain.....	1,366 24	Dunfermline.....	305 37
Chaplin.....	2,128 06	Dunkirk.....	604 95
Charlotte.....	45 32	Duval.....	1,689 74
Chipperfield.....	212 18	Dysart.....	1,950 97
Churchbridge.....	1,412 76	Earl Grey.....	2,474 01
Clair.....	1,112 88	East End.....	3,831 79
Clavet.....	448 13	Eatonia.....	1,945 39
Claybank.....	864 22	Ebenezer.....	503 98
Claydon.....	339 73	Echo.....	293 97
Cleaves.....	433 33	Edam.....	2,016 26
Climax.....	2,544 31	Edenwold.....	951 06
Cloan.....	201 46	Edgeley.....	660 27
Clouston.....	606 35	Elbow.....	2,959 17
Cochin.....	222 21	Eldersley.....	1,627 00
Coderre.....	1,227 59	Eldred.....	246 80
Codette Station.....	883 78	Elfros.....	2,927 95
Coleville.....	861 44	Elrose.....	2,757 67
Colfax.....	658 22	Elstow.....	1,466 22
Colgate.....	1,010 03	Englefeld.....	952 30
Colonsay.....	1,803 59	Ernfold.....	1,692 70
Congress.....	986 14	Esk.....	366 43
Conquest.....	3,157 25	Eskbank.....	410 72
Consul.....	735 69	Esterhazy.....	2,872 60
Coppen.....	402 39	Estevan.....	19,630 77
Corinne.....	433 11	Estlin.....	538 09
Corning.....	581 00	Eston.....	3,520 48
Courval.....	197 71	Estuary.....	453 09
Craik.....	4,958 73	Ethelton.....	235 50
Crane Valley.....	378 39	Ettington.....	406 69
Craven.....	1,341 92	Evesham.....	978 95
Creelman.....	2,463 73	Expanse.....	1,021 84
Crestwynd.....	639 65	Eyebrow.....	1,949 68
Crichton.....	420 75	Eyre.....	300 70
Crooked River.....	539 37	Fairlight Station.....	1,428 27
Cudworth.....	2,573 06	Fairmont Station.....	602 17
Cupar.....	3,534 47	Fenton.....	332 95
Cut Knife.....	2,268 15	Fenwood.....	886 25
Cymric.....	1,016 66	Fertile.....	270 69
Dafoe.....	1,624 02	Fielding.....	1,709 30
Dalmeny.....	764 08	Fillmore.....	2,445 06
Dana.....	1,425 25	Findlater.....	1,005 46
D'Arcy Station.....	870 12	Fiske.....	1,138 44
Darmody.....	428 41	Flaxcombe.....	1,594 39
Davidson.....	5,644 21	Fleming.....	1,646 32
Davin.....	419 68	Foam Lake.....	3,893 37
Davis.....	268 52	Forgan.....	709 39
Daylesford.....	357 96	Forget.....	1,460 13
Daysville.....	119 02	Fort Pitt.....	175 52
Debden.....	1,244 73	Fort Qu'Appelle.....	5,959 83
Delisle.....	3,141 52	Forward.....	449 66
Delmas.....	896 60	Fosston.....	651 51
Demaine.....	1,010 82	Fox Valley.....	568 08
Denholm.....	1,269 47	Francis.....	1,773 97
Denzil.....	2,190 37	Freemont.....	435 66
Dewar Lake.....	454 84	Frobisher.....	1,432 67
Dilke.....	999 14	Frontier.....	878 56
Dinsmore.....	2,286 26	Froude.....	605 26



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF SASKATCHEWAN—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Fry's.....	322 92	Jansen.....	2,903 17
Fusilier.....	799 13	Jasmin.....	518 77
Gainsborough.....	2,267 22	Joeville.....	300 84
Galilee.....	278 62	Juniata.....	383 69
Gallivan.....	337 62	Kamsack.....	7,273 20
Gerald.....	688 67	Kandahar.....	1,750 66
Gibbs.....	501 86	Keddleston.....	869 29
Gilroy.....	555 20	Keeler.....	1,353 52
Girvin.....	1,938 91	Kegworth.....	416 09
Glasnevin.....	243 16	Kelfield.....	1,092 88
Glenavon.....	1,804 39	Kelliher.....	3,381 00
Glenbush.....	295 09	Kelso Station.....	653 96
Glen Ewen.....	1,509 82	Kelstern.....	543 80
Glenside.....	1,885 75	Kelvington.....	2,968 10
Glidden.....	1,170 55	Kenaston.....	2,439 39
Goodeve.....	1,161 61	Kendal Station.....	863 74
Goodwater.....	1,138 27	Kennedy.....	2,032 15
Gorlitz.....	330 76	Keppel.....	590 98
Gouverneur.....	689 82	KerRobert.....	8,869 30
Govan.....	4,798 58	Ketchen.....	403 00
Govenlock.....	445 86	Keystown.....	402 74
Grand Coulée.....	579 11	Khedive.....	936 75
Grandora.....	263 45	Killaly.....	897 98
Gravelbourg.....	7,435 09	Kincaid.....	4,079 37
Gray.....	913 97	Kindersley.....	7,990 66
Grayson.....	1,563 64	Kinistino.....	4,237 34
Great Deer.....	344 54	Kinley.....	1,553 33
Greenan.....	325 96	Kipling Station.....	3,444 64
Grenfell.....	5,431 99	Kisbey.....	2,427 86
Griffin.....	1,532 78	Kronau.....	803 06
Guernsey.....	2,384 23	Krydor.....	961 79
Gull Lake.....	7,335 07	Kuest.....	183 97
Hafford.....	2,618 44	Kuroki.....	1,136 84
Hague.....	1,765 58	Kyle.....	1,178 19
Halbrite.....	1,236 75	Kylemore.....	426 21
Hallonquist.....	499 62	Lac Pelletier.....	332 18
Hamton Station.....	343 57	Lac Vert.....	634 59
Handel.....	1,382 05	Ladstock.....	191 93
Hanley.....	4,290 23	Lafèche.....	4,238 78
Hardy.....	1,019 48	Laird.....	1,454 51
Harris.....	3,073 54	Lajord.....	919 08
Hatton.....	1,297 91	Lake Valley.....	375 59
Hawarden.....	2,462 29	Lampman.....	2,077 23
Hazel Cliffe.....	447 25	Lancer.....	1,768 84
Hazel Dell.....	332 52	Landis.....	2,178 31
Hazenmore.....	2,844 49	Lang.....	2,533 55
Hearne.....	495 43	Langbank.....	675 25
Hendon.....	426 34	Langenburg.....	2,746 74
Henribourg.....	411 43	Langham.....	2,782 55
Hepburn.....	1,211 37	Lanigan.....	3,695 24
Herbert.....	6,076 21	La Porte.....	655 72
Herschel.....	2,120 87	Lashburn.....	2,987 42
Heward.....	1,440 74	Laura.....	1,208 21
Hirsch.....	441 59	Lawson.....	1,262 49
Hitchcock.....	268 11	Leacross.....	417 55
Hodgeville.....	2,617 83	Leader.....	4,222 18
Hoey.....	1,186 50	Leask.....	2,723 46
Holbein.....	359 76	Lebret.....	1,229 50
Holdfast.....	1,860 58	Leipzig.....	798 05
Hoosier.....	677 39	Lemberg.....	2,743 90
Horizon.....	955 92	Lemsford.....	914 99
Hubbard.....	941 13	Lenora Lake.....	1,639 74
Hudson Bay Junction.....	2,108 76	Leney.....	1,071 73
Hughton.....	1,598 37	Leofeld.....	67 15
Humboldt.....	11,787 80	Leross.....	804 11
Huntoon.....	405 68	Le Roy.....	1,222 42
Hyas.....	891 38	Leslie Station.....	1,465 43
Imperial.....	3,481 02	Lestock Station.....	2,156 54
Indian Head.....	8,275 20	Lewvan.....	1,094 27
Insinger.....	993 62	Liberty.....	1,901 00
Instow.....	664 25	Limerick.....	4,666 68
Invergordon.....	196 62	Lintlaw.....	999 08
Invermay.....	1,940 00	Lipton.....	2,332 86
Ituna.....	2,316 95	Livelong.....	182 29

## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF SASKATCHEWAN—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Lloydminster.....	10,711 15	Mullingar.....	241 58
Lockwood.....	1,864 16	Naicam.....	2,124 90
Loreburn.....	2,494 84	Naisberry.....	279 36
Lorlie.....	598 96	Naseby.....	374 93
Loverna.....	2,793 51	Neidpath.....	995 75
Lucky Lake.....	2,437 96	Neilburg.....	620 68
Lumsden.....	2,298 69	Neptune.....	268 05
Luseland.....	3,567 86	Netherhill.....	1,002 79
Lydden.....	646 40	Neudorf.....	2,437 54
McCord.....	316 55	Neville.....	2,162 79
McGee.....	868 20	Nipawin.....	3,170 03
McLean.....	916 40	Nokomis.....	4,217 68
McKague.....	610 78	Norbury.....	230 17
McMahon.....	538 42	Norquay.....	2,372 75
McTaggart.....	782 85	North Battleford.....	26,793 82
Macdowall.....	578 86	Northgate.....	265 72
Macklin.....	4,240 95	North Portal.....	1,305 92
MacNutt.....	1,305 06	North Regina.....	549 70
Macoun.....	2,069 69	Nottingham.....	252 40
Macrorie.....	1,986 95	Nut Mountain.....	392 76
Madison.....	1,162 62	Oakshela.....	429 47
Maidstone.....	2,758 58	Odessa Station.....	1,086 38
Mair.....	295 24	Ogema.....	3,973 49
Major.....	1,364 97	Onion Lake.....	602 16
Manor.....	2,000 27	Onward.....	280 45
Mantario.....	674 34	Orcadia.....	177 77
Maple Creek.....	8,371 57	Orkney.....	663 92
Marcelin.....	1,869 54	Ormaux.....	41 01
Marchwell.....	704 13	Ormiston.....	183 16
Marengo.....	1,097 80	Osage.....	1,256 62
Margo.....	1,390 61	Osler.....	636 66
Markinch.....	1,382 03	Otthon.....	628 43
Marquis.....	1,516 87	Outlook.....	4,798 05
Marsden.....	1,163 61	Outram Station.....	393 49
Marshall.....	1,730 57	Oxbow.....	4,707 60
Maryfield.....	2,650 84	Paddockwood.....	538 05
Marysburg.....	572 95	Palmer.....	1,168 52
Mawer.....	880 49	Palo.....	279 62
Maxim.....	442 51	Pambrum.....	661 24
Maymont.....	1,816 68	Pangman.....	1,649 20
Mazenod.....	1,928 33	Paradise Hill.....	234 46
Meacham.....	1,711 25	Parkbeg.....	1,144 13
Medstead.....	277 87	Parkman.....	405 76
Melaval.....	1,221 09	Parkside.....	1,457 92
Melfort.....	13,619 38	Parry.....	439 12
Melville.....	13,467 77	Pasqua.....	674 75
Mendham.....	967 74	Paswegin.....	357 17
Mennon.....	331 30	Pathlow.....	1,178 61
Meota.....	1,936 68	Paynton.....	1,565 34
Merid.....	377 57	Peesane.....	843 89
Mervin.....	1,873 77	Pelly.....	2,046 04
Meskanaw.....	271 24	Pennant Station.....	1,872 63
Metador.....	198 16	Pense.....	2,213 95
Meyronne.....	4,034 47	Penzance.....	1,240 46
Midale.....	2,005 53	Percival.....	392 55
Mikado.....	840 31	Perdue.....	3,625 07
Milden.....	2,370 12	Peterson.....	815 87
Milestone.....	3,727 29	Phippen.....	632 19
Millerdale.....	218 62	Piapot.....	2,695 21
Milly.....	284 81	Pilot Butte.....	279 97
Mistatim.....	480 35	Pinkham.....	823 03
Mistawasis.....	233 23	Plato.....	1,971 46
Mitchellton.....	800 06	Pleasantdale.....	1,300 82
Montmartre.....	2,745 78	Plenty.....	1,832 09
Moose Jaw.....	*140,009 47	Plunkett.....	1,400 70
*Divided as follows:—		Polwarth.....	198 99
Head Office.....	138,895 85	Ponteix.....	4,054 05
Sub-Office No. 1.....	1,113 62	Portreeve.....	843 37
Moosomin.....	9,608 36	Prairie River.....	623 08
Morse.....	3,775 42	Preeceville.....	3,099 05
Mortlach.....	3,539 21	Prelate.....	2,508 93
Mossbank.....	3,403 69	Primate.....	951 38
Mozart.....	888 83	Prince.....	756 27
Muenster.....	1,678 84	Prince Albert.....	45,159 20



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF SASKATCHEWAN—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Prud'homme.....	1,597 91	Saskatoon—Con.	
Punnichy.....	3,522 98	Sub-Office No. 7.....	703 56
Qu'Appelle.....	3,522 78	Sub-Office No. 8.....	1,489 65
Quill Lake.....	2,914 41	Sub-Office No. 9.....	1,622 13
Quill Plain.....	207 61	Sub-Office No. 10.....	438 70
Quinton.....	793 30	University Sub-Office.....	3,773 15
Radisson.....	3,188 37	Sceptre.....	2,378 39
Radville.....	4,583 43	Scotsguard.....	1,845 67
Rama.....	619 66	Scott.....	2,263 06
Ravenscrag.....	925 07	Scottsburgh.....	277 45
Raymore.....	2,735 87	Secretan.....	453 02
Readlyn.....	2,080 00	Sedley.....	1,535 37
Red Deer Hill.....	275 80	Semans.....	4,206 56
Redvers.....	2,410 96	Senate.....	336 73
Regina.....	*802,396 88	Senlac.....	1,812 99
*Divided as follows:—		Shackleton.....	1,159 55
Head Office.....	524,316 50	Shamrock.....	757 42
Sub-Office No. 1.....	239,600 00	Shand.....	274 75
Sub-Office No. 1A.....		Shaunavon.....	12,028 94
Sub-Office No. 2.....	1,153 00	Sheho.....	2,961 11
Sub-Office No. 3.....	15,047 91	Shell Brook.....	3,913 70
Sub-Office No. 4.....	963 61	Shell Lake.....	179 42
Sub-Office No. 5.....	20,751 17	Sidewood.....	404 31
Sub-Office No. 6.....	328 88	Silton.....	1,236 21
North Annex.....	235 81	Silver Park.....	489 07
Regina Beach.....	909 12	Simpson.....	2,828 73
Renown.....	853 29	Sintaluta.....	2,327 01
Revenue.....	488 36	Smiley.....	1,210 40
Rhein.....	1,312 88	Snipe Lake.....	207 88
Riceton.....	925 73	Southey.....	2,652 17
Richard.....	2,112 48	South Fork.....	531 26
Richardson Station.....	914 45	Sovereign.....	1,708 20
Richlea.....	1,142 94	Spalding.....	1,239 17
Richmond.....	507 53	Speers.....	1,415 81
Ridgedale.....	2,088 07	Springside.....	1,800 28
Ritchie.....	211 00	Spring Valley.....	1,698 94
Riverhurst.....	2,323 76	Springwater.....	1,461 48
Robsart.....	1,211 94	Spruce Lake.....	1,265 91
Rocanville.....	3,388 10	Spy Hill.....	1,246 95
Roche Percée.....	311 61	Stalwart.....	1,085 74
Rock Haven.....	1,054 90	Star City.....	4,070 04
Rokeyby.....	362 05	Steelman.....	219 42
Rosetown.....	9,530 23	Stenen.....	1,807 53
Rose Valley.....	926 50	Stockholm.....	2,218 52
Rosthern.....	6,709 93	Stone.....	367 22
Rouleau.....	5,100 79	Stony Beach.....	764 68
Round Stone.....	559 39	Stornoway.....	811 46
Ruddell.....	1,075 03	Storthoaks.....	873 40
Runciman.....	341 50	Stoughton.....	2,921 08
Runnymede.....	491 13	Stranraer.....	1,138 77
Rush Lake.....	1,699 92	Strasbourg Station.....	4,061 72
Ruthilda.....	878 62	Strongfield.....	1,695 05
Rutland Station.....	570 26	Sturgeon Valley.....	266 64
Ryerson.....	230 43	Sturgis.....	1,180 54
St. Boswells.....	1,372 89	Success.....	1,537 26
St. Brieux.....	1,570 50	Summerberry.....	954 81
St. Gregor.....	1,016 34	Superb.....	514 92
St. Hippolyte.....	210 45	Surbiton.....	299 45
St. Hubert Mission.....	163 04	Sutherland.....	1,869 09
St. Louis.....	681 25	Swanson.....	700 00
S. Victor.....	422 17	Swift Current.....	32,887 09
St. Walburg.....	2,018 90	Sylvania.....	609 05
Salteoats.....	3,302 94	Tadmora.....	479 48
Salvador.....	2,468 71	Tako.....	408 02
Sanctuary.....	719 89	Talmage.....	434 84
Saskatchewan Landing.....	147 70	Tantallon.....	2,015 78
Saskatoon.....	*285,232 08	Tate.....	852 83
*Divided as follows:—		Tatsfield.....	234 55
Head Office.....	251,993 89	Taylorlton.....	611 98
Sub-Office No. 1.....	9,505 66	Tessier.....	1,667 93
Sub-Office No. 2.....	6,159 28	Theodore.....	2,623 59
Sub-Office No. 3.....	1,630 77	Tichfield.....	484 47
Sub-Office No. 4.....	775 57	Tilney.....	353 76
Sub-Office No. 5.....	7,139 72	Tisdale.....	7,358 70





## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF ALBERTA—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Benalto.....	616 77	Caroline.....	232 26
Bentley.....	2,087 35	Carolside.....	215 79
Benton Station.....	553 79	Carseland.....	1,548 51
Berry Creek.....	101 44	Carstairs.....	4,332 59
Berwyn.....	1,433 47	Carvel Station.....	352 54
Beverley.....	1,403 10	Cassils.....	481 42
Beynon.....	431 95	Castor.....	4,615 28
Big Valley.....	3,951 52	Cavendish.....	241 32
Bindloss.....	941 76	Cayley.....	1,799 91
Bittern Lake.....	814 96	Cereal.....	2,702 52
Black Diamond.....	479 46	Cessford.....	541 55
Blackfalds.....	1,012 10	Champion.....	3,337 29
Blackfoot.....	466 68	Chancellor.....	783 53
Blackie.....	2,996 29	Chauvin.....	2,675 36
Blairmore.....	6,726 49	Cheadle.....	436 51
Blue Ridge.....	186 73	Cherhill.....	557 72
Bluffton.....	331 83	Chilmark.....	102 09
Bon Accord.....	652 52	Chinook.....	2,569 63
Bondiss.....	81 59	Chipman.....	2,412 79
Bonnyville.....	960 65	Clairmont.....	842 68
Bordenave.....	141 13	Claresholm.....	6,982 57
Botha.....	1,766 94	Clivale.....	188 79
Bottrel.....	278 64	Clive.....	2,032 28
Bowden.....	2,288 72	Clover Bar.....	439 56
Bowell.....	383 76	Cluny.....	2,433 01
Bow Island.....	2,088 27	Clyde.....	1,518 35
Boyle.....	559 95	Coaldale.....	3,426 88
Bragg Creek.....	116 53	Coalhurst.....	2,053 75
Brainard.....	88 67	Coalspur.....	540 98
Brant.....	1,205 24	Coal Valley.....	260 54
Bremner.....	411 69	Cochrane.....	2,403 59
Brightview.....	248 10	Cold Lake.....	500 42
Brocket.....	459 81	Coleman.....	7,181 58
Brooks.....	3,824 63	Coleridge.....	434 52
Bruce.....	928 33	Colinton.....	751 40
Bruderheim.....	1,704 42	College Heights.....	1,098 18
Brûlé Mines.....	1,374 68	Commerce.....	272 91
Buffalo.....	466 86	Compeer.....	1,481 52
Bulwark.....	645 97	Condor.....	590 38
Burdett.....	1,395 65	Consort.....	2,574 91
Burnis.....	178 92	Coronado.....	154 89
Busby.....	535 43	Coronation.....	6,187 83
Byemoor.....	325 85	Coutts.....	1,209 20
Cadogan.....	1,481 70	Cowley.....	1,684 29
Cadomin.....	1,676 30	Craigmyle.....	2,939 68
Cairns.....	150 75	Cremona.....	227 72
Calgary.....	*570,239 19	Crossfield.....	3,204 80
*Divided as follows:—		Czar.....	1,983 88
Head Office.....	439,435 94	Dalemead.....	462 86
Sub-Office No. 1.....	11,811 64	Dalroy.....	360 73
Sub-Office No. 2.....	52,802 45	Dapp.....	517 46
Sub-Office No. 4.....	11,063 97	Darwell.....	161 15
Sub-Office No. 5.....	3,565 35	Daysland.....	3,590 27
Sub-Office No. 6.....	2,878 72	Delburne.....	2,149 26
Sub-Office No. 7.....	85 10	Delia.....	3,965 09
Sub-Office No. 8.....	19,492 81	Dewberry.....	314 02
Sub-Office No. 10.....	340 40	Diamond City.....	776 14
Sub-Office No. 11.....	1,278 87	Didsbury.....	6,509 29
Sub-Office No. 12.....	6,373 58	Dinant.....	685 63
Sub-Office No. 15.....	423 43	Donalda.....	2,443 14
Sub-Office No. 16.....	311 33	Donnelly.....	399 69
Sub-Office No. 17.....	9,334 10	Dorenee.....	286 35
Sub-Office No. 20.....	9,017 51	Dovercourt.....	229 50
Sub-Office No. 22.....	727 58	Drumheller.....	15,984 77
Sub-Office No. 23.....	230 88	Duagh.....	115 07
Sub-Office No. 24.....	995 53	Duchess.....	1,475 50
Sub-Office No. 25.....	70 00	Duffield.....	609 84
Calmar.....	578 15	Duhamel.....	762 53
Canrose.....	16,561 24	Dunstable.....	274 52
Canmore.....	2,340 72	Durlingville.....	577 21
Carbon.....	3,333 02	Duvernay.....	245 77
Cardiff.....	368 32	Eekville.....	1,532 62
Cardston.....	7,805 37	Edberg.....	1,115 32
Carmangay.....	2,489 01	Edgerton Station.....	2,865 77

Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ALBERTA—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Edmonton.....	*461,385 77	Grassy Lake.....	1,284 15
*Divided as follows:—		Green Court.....	977 37
Head Office.....	367,523 41	Greenshields.....	239 92
Strathcona Postal Station.....	19,962 32	Griffin Creek.....	116 04
Sub-Office No. 1.....	18,060 13	Grimshaw.....	430 99
Sub-Office No. 2.....	349 85	Grizzly Bear.....	176 84
Sub-Office No. 3.....	6,528 78	Grouard.....	815 26
Sub-Office No. 4.....	1,630 23	Gunn.....	292 15
Sub-Office No. 5.....	1,187 89	Gwynne.....	819 87
Sub-Office No. 6.....	580 55	Halcourt.....	183 05
Sub-Office No. 7.....	149 58	Halkirk.....	1,838 98
Sub-Office No. 9.....	89 80	Halladay.....	206 17
Sub-Office No. 10.....	28,177 30	Hamlin.....	208 18
Sub-Office No. 11.....	4,916 65	Hanna.....	10,027 85
Sub-Office No. 12.....	1,870 01	Hardieville.....	1,243 75
Sub-Office No. 13.....	1,390 11	Hardisty.....	3,734 82
Sub-Office No. 14.....	371 19	Hay Lakes.....	1,067 81
Sub-Office No. 15.....	25 00	Haynes.....	319 79
Sub-Office No. 16.....	196 29	Hayter.....	969 18
Sub-Office No. 17.....	50 00	Heath.....	440 93
North Edmonton.....	6,282 05	Heisler.....	983 46
West Edmonton.....	2,044 63	Hesketh.....	206 36
Edson.....	4,985 28	Hespero.....	644 90
Edward.....	1,100 47	High Prairie.....	1,031 40
Edmonton.....	366 24	High River.....	8,997 17
Elk Point.....	652 16	Hilda.....	1,070 34
Elnora.....	2,745 60	Hillcrest Mines.....	2,189 90
Empress.....	3,142 92	Hilliard.....	432 72
Enchant.....	689 74	Hill Spring.....	342 91
Endiang.....	474 55	Hobbema.....	314 04
Enilda.....	236 01	Holden.....	2,520 63
Ensign.....	440 58	Hughenden.....	2,026 11
Entrance.....	327 48	Hussar.....	1,829 61
Entwhistle.....	899 79	Hutton.....	1,511 72
Erskine.....	1,710 27	Huxley.....	1,237 17
Etzikom.....	945 59	Iddesleigh.....	230 74
Evansburgh.....	1,280 59	Innisfail.....	7,771 80
Evarts.....	543 55	Innisfree.....	2,594 37
Excel.....	624 89	Irma.....	2,244 82
Exshaw.....	871 65	Iron Springs.....	560 30
Eyremore.....	410 43	Irricana.....	1,502 00
Fabyan.....	269 32	Irvine.....	1,402 08
Falher.....	969 00	Islay.....	2,559 17
Fallis.....	374 77	Jarrow.....	821 72
Falun.....	247 66	Jarvie.....	496 23
Fawcett.....	420 08	Jasper.....	6,947 38
Federal.....	203 79	Jenner.....	833 61
Fedorah.....	105 74	Junkins.....	629 64
Fenn.....	502 36	Kahwin.....	248 57
Ferintosh.....	1,531 72	Kathryn.....	422 96
Fishburn.....	121 20	Kelsey.....	551 71
Fleet.....	625 26	Keoma.....	340 96
Foremost.....	1,930 10	Killam.....	3,505 93
Forestburg.....	2,379 31	Kingman.....	718 51
Fort McMurray.....	956 87	Kinsella.....	965 34
Fort Saskatchewan.....	4,886 52	Kinuso.....	767 80
Fort Smith.....	341 49	Kipp.....	156 70
Frank.....	427 86	Kirkcaldy.....	379 87
Freedom.....	296 51	Kirriemuir.....	616 70
Gadsby.....	2,297 98	Kitsooty.....	3,111 05
Gainford.....	442 17	Knee Hill Valley.....	481 24
Galahad.....	1,520 08	Lac la Biche.....	1,270 14
Gem.....	333 62	Lacombe.....	11,240 08
Ghost Pine Creek.....	341 50	Lac Ste. Anne.....	222 75
Gibbons Station.....	492 47	Lafond.....	230 99
Gilby.....	291 51	Lake Louise.....	2,359 47
Girouxville.....	38 66	Lake Saskatoon.....	234 75
Gleichen.....	5,130 64	Lamont.....	3,830 20
Glenevis.....	286 27	Landonville.....	312 00
Glenwoodville.....	450 35	Lanfine.....	608 03
Golden Spike.....	52 74	Langdon.....	1,147 82
Grainger.....	528 71	Lavoy.....	1,780 65
Grande Prairie.....	6,648 01	Lea Park.....	409 29
Granum.....	3,264 77	Leduc.....	6,154 00



## Gross Postal Revenue of Accounting Offices—Continued

## \* PROVINCE OF ALBERTA—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Loedale.....	357 74	Ohaton.....	884 28
Legal.....	1,287 95	Okotoks.....	3,624 02
Legoff.....	97 59	Olds.....	8,695 07
Leslieville.....	1,203 87	Onoway.....	1,259 53
Lethbridge.....	*66,492 31	Opal.....	245 27
*Divided as follows:—		Orion.....	669 63
Head Office.....	62,577 72	Oyen.....	3,813 48
Sub-Office No. 1.....	3,914 59	Pakan.....	130 00
Lomond.....	1,396 99	Pakowki.....	142 26
Lonebutte.....	295 06	Paradise Valley.....	227 88
Lougheed.....	2,708 94	Parkland.....	1,071 25
Lousana.....	835 85	Passburg.....	112 21
Lovettville.....	185 00	Patricia.....	872 93
Loyalist.....	893 05	Peace River.....	4,191 84
Lucky Strike.....	138 03	Peers.....	442 69
Lundbreck.....	1,563 36	Pemukan.....	170 97
Luscar.....	1,006 00	Penhold.....	1,656 78
McLennan.....	885 52	Perryvale.....	480 31
McLeod Valley.....	216 00	Phillips.....	232 73
Macleod.....	9,294 09	Pibroch.....	526 00
Magnolia.....	311 86	Pickardville.....	1,222 57
Magrath.....	3,666 15	Pincher Creek.....	6,797 72
Majorville.....	160 77	Pincher Station.....	386 52
Makepeace.....	240 34	Pine Lake.....	369 73
Maleb.....	219 72	Plamondon.....	289 26
Mannville.....	3,603 58	Poe.....	119 55
Manyberries.....	1,162 56	Pollockville.....	791 85
Markerville.....	767 29	Ponoka.....	7,635 22
Marlboro.....	438 53	Priddis.....	267 80
Maybutt.....	375 51	Provost.....	5,563 34
Mayerthorpe.....	1,026 58	Purple Springs.....	459 81
Mayton.....	305 02	Queenstown.....	402 14
Meanook.....	437 45	Radway Centre.....	1,385 35
Medicine Hat.....	41,362 66	Ranfurly.....	1,265 48
Meeing Creek.....	966 98	Rainier.....	305 66
Mercoal.....	890 60	Raymond.....	5,766 63
Metiskow.....	1,639 05	Redcliff.....	2,787 93
Michichi.....	928 51	Red Deer.....	19,058 27
Midlandvale.....	527 88	Redland.....	399 14
Midnapore.....	626 64	Redwater.....	523 51
Milk River.....	2,010 19	Red Willow.....	1,124 49
Millarville.....	210 11	Reid Hill.....	198 89
Millet.....	2,666 45	Retlaw.....	959 07
Millicent.....	322 31	Ribstone.....	618 22
Milo.....	876 45	Richdale.....	531 24
Minburn.....	1,022 11	Rife.....	271 77
Mirror.....	2,198 69	Rimbey.....	2,591 28
Mirror Landing.....	375 87	Rio Grande.....	200 88
Monarch.....	484 98	Rivière Qui Barre.....	240 70
Monitor.....	2,293 62	Rochester.....	1,753 11
Morinville.....	2,249 41	Rochfort Bridge.....	738 53
Morningside.....	314 10	Rockyford.....	2,953 82
Morrin.....	1,825 71	Rocky Mountain House.....	3,760 38
Mosside.....	362 06	Rosalind.....	909 13
Mountain Park.....	1,000 67	Rosebud.....	1,577 54
Mountain View.....	323 58	Rosedale.....	611 22
Mundare.....	4,612 89	Rose Lynn.....	435 04
Munson.....	1,740 76	Rosemary.....	487 24
Myrnam.....	255 83	Rosevear.....	241 60
Naemine.....	354 75	Roundhill.....	882 34
Namaka.....	1,505 25	Rowley.....	906 72
Namao.....	229 78	Roycroft.....	429 44
Nanton.....	5,169 01	Rumsey.....	1,521 25
Nemiskam.....	454 95	Rusylvia.....	165 63
Nevis.....	356 54	Ryley.....	2,121 79
Newcastle Mine.....	718 82	St. Albert.....	1,209 68
New Dayton.....	1,037 06	St. Lina.....	252 84
New Norway.....	1,749 58	St. Paul de Métis.....	4,969 74
New Sarepta.....	334 51	St. Vincent.....	368 70
Nightingale.....	307 42	Sangudo.....	1,675 29
Nobleford.....	1,418 06	Saunders.....	664 35
Nordegg.....	2,590 16	Schuler.....	645 71
Northbank.....	108 24	Scollard.....	433 67
North Cooking Lake.....	133 38	Seotfield.....	230 40

Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ALBERTA—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Sedgewick.....	3,986 60	Vanrena.....	200 57
Seven Persons.....	805 00	Vauxhall.....	1,008 28
Sexsmith.....	1,560 02	Vegreville.....	10,653 07
Sheerness.....	344 24	Venice.....	727 99
Shepard.....	273 64	Vermilion.....	11,541 32
Sibbald.....	1,523 66	Veteran.....	2,088 44
Sion.....	139 33	Viking.....	4,915 50
Skiff.....	232 48	Villeneuve.....	182 35
Slave Lake.....	463 93	Vilna.....	1,180 58
Smoky Lake.....	2,287 89	Vimy.....	396 32
Spedden.....	379 35	Vulcan.....	7,470 76
Spirit River.....	1,445 50	Wabamun.....	856 96
Spring Coulee.....	667 87	Wainwright.....	6,313 85
Spruce Grove.....	741 63	Walsh.....	979 33
Standard.....	2,002 82	Wanham.....	257 17
Stanmore.....	573 23	Wardlow.....	220 70
Stavely.....	3,000 27	Warner.....	2,278 37
Stereo.....	518 06	Warspite.....	377 20
Stettler.....	10,622 06	Waskatenau.....	1,606 27
Steveville.....	141 47	Water Glen.....	253 80
Stirling.....	706 30	Waterhole.....	1,261 62
Stony Plain.....	2,814 53	Waterways.....	254 92
Strathmore.....	4,141 97	Watino.....	176 52
Strome.....	2,429 44	Wayne.....	3,485 32
Styal.....	254 93	Wembley.....	1,125 51
Suffield.....	458 30	Westerose.....	255 09
Sundre.....	570 33	Westlock.....	3,607 79
Sunnynook.....	1,023 06	Wetaskiwin.....	13,450 16
Sunnyslope.....	441 16	White Court.....	870 21
Swalwell.....	1,407 41	Whitelaw.....	782 76
Sylvan Lake.....	2,067 07	Whitford.....	243 69
Taber.....	6,577 87	Whitla.....	490 90
Tawatinaw.....	526 65	Wimborne.....	159 31
Tees.....	800 70	Winnifred.....	817 52
Telfordville.....	456 98	Woodhouse.....	241 91
Thelma.....	237 72	Wostok.....	492 50
Thérien.....	180 89	Woolford.....	900 98
Thorhild.....	442 71	Wrentham.....	470 01
Three Hills.....	4,511 25	Yeoford.....	427 87
Throne.....	234 38	Youngstown.....	4,719 47
Tofield.....	5,103 28	Non-Accounting Post Offices.....	65,222 43
Tomahawk.....	293 05		
Travers.....	682 21		
Trochu.....	3,803 20		
Tudor.....	267 23		
Turin.....	241 18		
Twin Butte.....	362 46		
Valhalla Centre.....	327 06		
		LESS—Value of Postage Stamps affixed to Postal Notes.....	3,016 04
			2,029,373 23



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF BRITISH COLUMBIA

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Abbotsford.....	4,996 88	Cobble Hill.....	1,990 83
Adelphi.....	410 42	Coghlan.....	454 66
Agassiz.....	2,795 49	Colquitz.....	289 10
Agerton.....	405 86	Colwood.....	756 60
Ainsworth.....	476 11	Comox.....	1,304 87
Alberni.....	3,438 93	Coombs.....	501 98
Albion.....	231 18	Corbin.....	1,359 72
Aldergrove.....	1,030 67	Cortez Island.....	268 89
Alert Bay.....	1,799 30	County Line.....	299 29
Aleza Lake.....	614 00	Courtney.....	8,141 81
Alice Arm.....	941 31	Cowichan Station.....	1,466 01
Allenby.....	714 23	Cranbrook.....	21,558 84
Anyox.....	6,702 24	Crawford Bay.....	283 26
Appledale.....	360 87	Crescent.....	638 19
Ardley.....	495 81	Crescent Valley.....	302 37
Armstrong.....	7,904 66	Creston.....	4,527 89
Arrowhead.....	897 69	Crofton.....	370 44
Arrow Park.....	299 75	Crow's Nest.....	465 27
Ashcroft.....	3,832 29	Cumberland.....	6,662 10
Athalmer.....	523 10	Dawson Creek.....	186 34
Atlin.....	1,678 87	Denman Island.....	505 94
Balfour.....	297 39	De Roche.....	719 91
Bamfield.....	1,172 76	Dewdney.....	705 84
Barkerville.....	991 43	Discovery.....	204 37
Barrière.....	709 69	Dome Creek.....	404 57
Baynes Lake.....	251 43	Duncan's Station.....	19,416 59
Beaton.....	230 55	East Arrow Park.....	122 57
Beaverdell.....	1,086 79	East Wellington.....	733 47
Beaver Point.....	275 74	Eburne.....	1,451 59
Bella Bella.....	598 81	Edgewood.....	737 16
Bella Coola.....	890 39	Egmont.....	142 80
Bevan.....	313 82	Elko.....	789 11
Blakeburn.....	975 66	Endako.....	335 67
Blubber Bay.....	535 29	Enderby.....	4,018 51
Blue River.....	1,974 00	Englewood.....	1,269 82
Boston Bar.....	924 63	Erickson.....	767 70
Boswell.....	477 08	Erie.....	202 67
Bowen Island.....	637 24	Errington.....	473 74
Bowser.....	1,083 17	Extension.....	468 20
Brackendale.....	221 49	Fairview.....	91 01
Bradner.....	484 18	Falkland.....	464 30
Bridesville.....	425 64	Fanny Bay.....	389 46
Brilliant.....	654 56	Fauquier.....	154 74
Brisco.....	303 40	Fawn.....	397 86
Britannia Beach.....	5,444 33	Ferguson.....	135 46
Brookmere.....	280 19	Fernie.....	15,827 88
Buckley Bay.....	73 56	Fern Ridge.....	206 09
Bull River.....	1,043 08	Field.....	2,451 99
Burnaby Lake.....	1,012 97	Finmore.....	204 69
Burns Lake.....	1,588 22	Flagstone.....	370 02
Burton.....	647 38	Forestdale.....	507 58
Cadboro Bay.....	1,063 88	Fort Fraser.....	775 05
Campbell River.....	1,585 98	Fort George.....	297 70
Camp Lister.....	249 86	Fort Langley.....	736 89
Canford.....	213 88	Fort St. John.....	241 48
Cancoe.....	451 74	Fort Steele.....	742 12
Capilano.....	738 75	Francois Lake.....	460 46
Carmi.....	184 04	Fraser Lake.....	413 44
Cascade.....	413 97	Fraser Mills.....	1,602 39
Cassidy.....	1,535 20	Fruitvale.....	555 75
Castlegar.....	1,037 32	Fulford Harbour.....	240 79
Cawston.....	542 49	Galiano.....	614 59
Cedarvale.....	387 38	Ganges.....	2,315 88
Celista.....	163 81	Genoa Bay.....	535 01
Chase.....	2,868 04	Georgetown Mills.....	243 36
Chemainus.....	3,293 63	Gibson's Landing.....	1,559 59
Chilliwack.....	14,798 07	Giscome.....	1,665 34
Claxton.....	277 39	Glacier.....	1,192 08
Clayburn.....	1,191 91	Golden.....	5,756 58
Clayoquot.....	248 18	Grand Forks.....	7,621 56
Clinton.....	1,465 05	Grantham's Landing.....	470 98
Cloverdale.....	4,558 08	Greenwood.....	2,133 50
Coal Creek.....	639 81	Grindrod.....	671 82
Coalmont.....	864 73	Hagensborg.....	298 03

Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF BRITISH COLUMBIA—*Continued*

Name of Office	Revenue	Name of Office	Revenue
	\$ cts.		\$ cts.
Harrison Hot Springs.....	430 60	Mount Lehman.....	618 27
Harrop.....	400 88	Mount Olie.....	317 73
Hatzic.....	1,077 89	Moyie.....	694 51
Haysport.....	225 09	Murrayville.....	1,105 78
Hazelton.....	1,997 56	Myrtle Point.....	861 30
Headquarters.....	427 74	Nakusp.....	3,115 97
Hedley.....	2,071 66	Namu.....	349 11
Heffley Creek.....	307 11	Nanaimo.....	27,671 62
Heriot Bay.....	288 30	Nanoose Bay.....	265 85
Hillbank.....	192 27	Naramata.....	864 10
Hillier's Crossing.....	328 01	Natal.....	2,049 00
Holberg.....	75 21	Needles.....	480 92
Hollyburn.....	2,767 30	Nelson.....	44,031 13
Hope.....	1,778 27	New Denver.....	2,273 49
Hosmer.....	326 92	Newgate.....	234 91
Houston.....	320 16	New Hazelton.....	419 72
Huntingdon.....	668 27	Newlands Station.....	276 47
Hutton Mills.....	770 00	Newton Station.....	601 36
Invermere.....	1,728 21	New Westminster.....	*74,689 53
Inverness.....	320 10	*Divided as follows:—	
Ioco.....	1,208 79	Head Office.....	63,912 44
Irvine's Landing.....	939 36	Sub-office No. 2.....	1,137 92
Jackson Bay.....	600 71	Sub-office No. 3.....	499 23
Jaffray.....	314 93	Sub-office No. 4.....	1,276 65
James Island.....	1,133 90	Sub-office No. 5.....	1,570 86
Kaleden.....	242 61	Sub-office No. 6.....	1,401 12
Kamloops.....	32,354 12	East Burnaby.....	961 93
Kaslo.....	5,040 53	Edmonds.....	2,049 90
Keating.....	76 83	Queensborough.....	206 51
Keefers.....	318 86	Sapperton.....	1,672 97
Kelowna.....	19,823 23	Nicola.....	318 14
Keremeos.....	1,772 21	North Bend.....	958 71
Kettle Valley.....	464 39	Northfield.....	655 22
Kildonan.....	566 39	North Lonsdale.....	1,938 75
Kimberley.....	9,026 44	Notch Hill.....	857 78
Kingcome Inlet.....	223 86	Ocean Falls.....	6,596 79
Kitchener.....	924 12	Okanagan Centre.....	658 46
Kitwanga.....	305 34	Okanagan Falls.....	203 88
Koksilah.....	334 39	Okanagan Landing.....	754 03
Lac la Hache.....	217 93	Okanagan Mission.....	977 68
Ladner.....	4,524 14	Oliver.....	1,453 41
Ladysmith.....	7,411 34	150 Mile House.....	374 11
Lake Cowichan.....	2,000 88	Owl Creek.....	329 80
Lake Hill.....	436 97	Oyama.....	784 58
Langford Station.....	858 21	Pacific.....	262 52
Langley Prairie.....	3,397 26	Parksville.....	2,437 86
Lantzville.....	496 52	Peachland.....	1,284 11
Lasqueti.....	543 97	Pender Island.....	496 14
Lillooet.....	1,876 44	Penny.....	390 54
Lower Nicola.....	272 82	Penticton.....	18,685 92
Lucerne Station.....	94 72	Perry Siding.....	565 85
Lumberton.....	2,207 27	Pitt Meadows.....	550 79
Lumby.....	1,047 24	Port Alberni.....	6,850 74
Lund.....	695 26	Port Alice.....	1,702 62
Lynn Creek.....	1,951 11	Port Clements.....	294 90
Lytton.....	1,918 22	Port Coquitlam.....	3,017 25
McBride.....	1,730 50	Port Essington.....	1,094 99
Magna Bay.....	254 73	Port Hammond.....	2,966 75
Maillardville.....	634 50	Port Haney.....	4,627 85
Malakwa.....	534 70	Port Hardy.....	533 70
Mara.....	425 11	Port Kells.....	361 08
Marigold.....	2,347 73	Port Mann.....	558 63
Masset.....	531 16	Port Moody.....	2,760 88
Matsqui.....	1,274 53	Port Simpson.....	696 80
Mayne.....	746 10	Port Washington.....	392 47
Merritt.....	5,906 29	Pouce Coupé.....	1,088 57
Merville.....	273 46	Powell River.....	10,889 66
Metchosin.....	828 91	Premier.....	1,817 82
Michel.....	2,163 14	Prince George.....	12,412 93
Midway.....	756 48	Prince Rupert.....	*35,439 85
Mill Bay.....	110 01	*Divided as follows:—	
Milner.....	998 68	Head Office.....	34,436 46
Milne's Landing.....	417 09	Sub-Office No. 1.....	1,003 39
Mission City.....	7,207 91	Princeton.....	5,018 90



## Gross Postal Revenue of Accounting Offices—Continued

## PROVINCE OF BRITISH COLUMBIA—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Pritchard.....	347 67	Terrace.....	2,412 89
Procter.....	787 76	Thrums.....	265 75
Qualicum Beach.....	1,743 67	Thurlow.....	438 78
Quathiaski Cove.....	773 97	Tod Inlet.....	689 95
Quatsino.....	1,166 12	Tofino.....	634 38
Queen Charlotte.....	675 50	Trail.....	19,814 17
Queen's Bay.....	268 90	Tranquille.....	2,358 05
Quesnel.....	2,891 96	Trout Lake.....	117 68
Quick Station.....	303 59	Tulameen.....	454 72
Quilchena.....	194 00	Ucluelet.....	493 88
Red Gap.....	584 51	Union Bay.....	1,900 43
Red Pass.....	480 63	Usk.....	491 95
Renata.....	337 02	Vananda.....	667 12
Revelstoke.....	14,220 40	Vancouver.....	*1,244,631 40
Riondel.....	644 97	*Divided as follows:—	
Riske Creek.....	255 75	Head Office.....	790,509 92
River Jordan.....	617 46	Station B.....	76,050 86
Robson.....	485 22	Station C.....	11,423 73
Rock Bay.....	897 15	Station D.....	26,944 50
Rock Creek.....	516 28	North Vancouver Postal Station.....	13,485 89
Rolla.....	486 70	Sub-office No. 1.....	4,403 41
Rosedale.....	787 89	Sub-office No. 2.....	7,358 94
Rossland.....	8,621 20	Sub-office No. 3.....	37,534 61
Royal Oak.....	3,064 30	Sub-office No. 4.....	1,492 54
Royston Station.....	516 09	Sub-office No. 5.....	6,591 47
Ruskin.....	652 31	Sub-office No. 6.....	941 61
Rutland.....	600 75	Sub-office No. 7.....	12,905 68
Saanichton.....	1,260 19	Sub-office No. 8.....	11,200 41
Salmo.....	951 30	Sub-office No. 9.....	2,631 21
Salmon Arm.....	8,877 78	Sub-office No. 10.....	2,606 95
Salt Spring Island.....	659 13	Sub-office No. 11.....	1,802 71
Sandon.....	1,842 60	Sub-office No. 12.....	7,963 78
Sandwich.....	654 41	Sub-office No. 14.....	7,172 03
Sardis.....	3,060 00	Sub-office No. 15.....	5,495 42
Saturna.....	347 12	Sub-office No. 16.....	3,291 90
Savona.....	495 10	Sub-office No. 17.....	32,761 39
Sayward.....	454 02	Sub-office No. 18.....	5,759 41
Seaford.....	109 25	Sub-office No. 19.....	58,855 73
Sechelt.....	1,080 60	Sub-office No. 20.....	4,322 56
Shawinigan Lake.....	1,931 70	Sub-office No. 21.....	1,564 74
Shore Acres.....	246 42	Sub-office No. 22.....	2,283 55
Shuswap.....	214 62	Sub-office No. 23.....	940 43
Sicamous.....	1,950 45	Sub-office No. 24.....	1,133 00
Sidney.....	4,605 53	Sub-office No. 25.....	55,996 64
Silverdale.....	295 63	Sub-office No. 26.....	1,369 45
Silverton.....	922 65	Sub-office No. 27.....	1,711 43
Simoom Sound.....	490 73	Sub-office No. 28.....	528 44
Sirdar.....	459 89	Sub-office No. 29.....	1,535 67
Skeena Crossing.....	110 99	Sub-office No. 30.....	874 03
Slocan.....	1,072 50	Sub-office No. 31.....	8,579 19
Smithers.....	4,854 73	Sub-office No. 32.....	3,928 00
Sointula.....	600 70	Sub-office No. 33.....	1,535 07
Solsqua.....	353 31	Adela.....	2,779 09
Somenos.....	312 20	Briteola.....	345 08
Sooke.....	962 29	Capitol Hill.....	288 40
Sorrento.....	467 14	Cedar Cottage.....	2,430 08
Southbank.....	177 80	City Heights.....	4,666 21
South Fort George.....	339 37	Fraser Avenue.....	1,802 44
South Slocan.....	448 34	Grimmett.....	459 81
South Wellington.....	591 80	Hastings.....	632 60
South Westminster.....	219 72	Janes Road.....	1,201 26
Spence's Bridge.....	570 53	Joyce.....	1,493 11
Sperling Station.....	242 48	North Arm.....	1,097 04
Spuzzum.....	1,277 17	South Hill.....	4,683 00
Squamish.....	1,583 18	Sunnydene.....	2,129 74
Stave Falls.....	2,145 74	Vancouver Heights.....	4,091 49
Steveston.....	2,829 28	Winnot.....	1,040 75
Stewart.....	3,114 35	Vanderhoof.....	2,219 14
Sullivan Station.....	507 53	Vernon.....	27,608 91
Summerland.....	3,008 91	Victoria.....	*264,975 73
Surf Inlet.....	762 83	*Divided as follows:—	
Surrey Centre.....	473 40	Head Office.....	214,728 06
Tappen.....	574 74	Sub-office No. 1.....	5,974 18
Telkwa.....	1,156 43	Sub-office No. 2.....	1,350 89

Gross Postal Revenue of Accounting Offices—*Concluded*PROVINCE OF BRITISH COLUMBIA—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Victoria— <i>Con.</i>		Wellington.....	988 61
Sub-office No. 3.....	3,547 32	Westbank.....	848 65
Sub-office No. 4.....	2,018 20	West Grand Forks.....	596 37
Sub-office No. 5.....	1,832 68	Westholme.....	1,011 22
Sub-office No. 6.....	3,638 00	West Summerland.....	4,736 61
Sub-office No. 7.....	2,553 17	Whaletown.....	439 87
Sub-office No. 8.....	918 48	White Rock.....	3,105 83
Sub-office No. 9.....	1,227 93	Whonnock.....	898 44
Sub-office No. 10.....	379 00	Williams Lake.....	2,575 29
Sub-office No. 11.....	706 00	Wilmer.....	392 81
Sub-office No. 12.....	3,689 55	Windermere.....	295 58
Sub-office No. 13.....	6,944 62	Winlaw.....	385 93
Sub-office No. 19.....	897 20	Wistaria.....	152 11
Sub-office No. 20.....	625 12	Woodfibre.....	1,492 04
Sub-office No. 21.....	8,453 74	Wycliffe.....	1,242 34
Beaumont.....	2,120 60	Wynndel.....	870 84
Esquimalt.....	460 36	Yahk.....	2,109 57
Thoburn.....	1,691 06	Yale.....	759 53
Tillieum.....	708 78	Ymir.....	734 66
Willow Park.....	510 79	Non-Accounting Pos. Offices.....	71,218 50
Waldo.....	785 98		
Walhachin.....	434 21		2,457,951 72
Waneta.....	360 49	Less—Value of Postage Stamps affixed	
Wardner.....	1,326 73	to Postal Notes.....	3,647 58
Wasa.....	179 45		
Webster's Corners.....	368 78		2,454,304 14

## YUKON

Carcross.....	817 29	Less—Value of Postage Stamps affixed	
Carmacks.....	193 21	to Postal Notes.....	18 20
Dawson.....	5,158 14		
Mayo Landing.....	1,330 33		12,251 77
White Horse.....	3,368 64		
Non-Accounting Post Offices.....	1,402 36		
	12,269 97		



## REVENUE OF NON-ACCOUNTING POST OFFICES

REVENUE Collected by Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the year ended March 31, 1926

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Abbeville.....	Man.....	12 00	Aldershot.....	Ont.....	1,154 30
Abee.....	Alberta.....	230 45	Aldersville.....	N.S.....	151 00
Abenakis.....	P.Q.....	101 00	Alderville.....	Ont.....	47 00
Abenakis Springs.....	P.Q.....	174 95	Alderwood.....	N.B.....	54 00
Aberdeen.....	N.S.....	75 95	Aldina.....	Sask.....	22 00
Aberfeldy.....	Ont.....	126 75	Aldouane.....	N.B.....	132 00
Abilene.....	Alberta.....	15 00	Alencon.....	P.Q.....	88 83
Abitibi (opened 20-1-26).....	Ont.....	20 00	Alert.....	Ont.....	42 30
Abney, Lot 64.....	P.E.I.....	163 30	Alexanders Point.....	N.B.....	29 00
Abram River.....	N.S.....	74 50	Alexandria.....	B.C.....	90 00
Acaciaville.....	N.S.....	288 12	Alexandrina.....	N.B.....	22 00
Acadie.....	N.B.....	114 00	Alexis Creek.....	B.C.....	257 60
Acadie Siding.....	N.B.....	115 00	Alexo.....	Alberta.....	715 68
Ada.....	Sask.....	46 00	Alford.....	Sask.....	39 25
Adair.....	Sask.....	75 00	Alice.....	Ont.....	130 90
Adams.....	Sask.....	141 14	Alingly.....	Sask.....	210 07
Adams Lake.....	B.C.....	74 00	Alkali Lake.....	B.C.....	98 00
Adamson (closed 15-8-25).....	Ont.....		Allainville.....	N.B.....	62 00
Adanac (summer office) (opened 1-7-25).....	Ont.....	61 00	Allan Hills.....	Sask.....	37 50
Adderley.....	P.Q.....	34 53	Allandale.....	N.B.....	22 00
Addington Forks.....	N.S.....	71 25	Allan's Corners.....	P.Q.....	95 50
Aden.....	Alberta.....	116 35	Allard.....	P.Q.....	133 05
Admaston (closed 15-8-25).....	Ont.....	32 71	Allico.....	B.C.....	1,487 00
Admiral Rock.....	N.S.....	72 00	Allegra.....	Man.....	32 00
Advance.....	Ont.....	24 35	Allendale.....	N.S.....	483 75
Aetna.....	Alberta.....	151 50	Allen Grove.....	B.C.....	21 75
Afton Station.....	N.S.....	118 07	Allen's Mills.....	P.Q.....	148 50
Agapit.....	N.B.....	18 00	Allerston.....	Alberta.....	100 01
Agardsley.....	Man.....	21 00	Allsaw.....	Ont.....	54 55
Aguanish.....	P.Q.....	31 66	Alma.....	N.S.....	329 83
Ahmic Lake.....	Ont.....	77 00	Alma.....	P.E.I.....	324 30
Ahouzat.....	B.C.....	212 74	Almasippi (closed 1-7-25).....	Man.....	Nil
Ahuntsic.....	P.Q.....	(a)	Almaville.....	P.Q.....	346 25
Ainslie Glen.....	N.S.....	33 27	Alma West.....	N.B.....	83 00
Ainslie Point (re-opened 1-6-25).....	N.S.....	16 00	Alpha.....	Sask.....	35 00
Ainslieview.....	N.S.....	14 00	Alpine Ridge.....	N.S.....	23 00
Airy.....	Ont.....	156 00	Alta Lake.....	B.C.....	400 25
Aiyansh.....	B.C.....	137 75	Alticane.....	Sask.....	5 00
Aklavik.....	N.W.T.....	30 00	Alton.....	N.S.....	172 68
Alainbourg.....	P.Q.....	50 56	Alvena.....	Sask.....	72 04
Alamo.....	B.C.....	181 00	Alvin.....	B.C.....	248 75
Alba.....	N.S.....	41 00	Armaranth Station.....	Ont.....	66 65
Albas.....	B.C.....	31 00	Amateur.....	P.Q.....	36 00
Alba Station.....	N.S.....	24 00	Amelia.....	Sask.....	54 61
Alberta Beach (closed 26-10-25).....	Alberta.....	160 55	Amethyst (closed 31-3-25).....	Alberta.....	Nil
Albert Bridge.....	N.S.....	73 80	Ammon.....	N.B.....	25 00
Albert Canyon.....	B.C.....	329 12	Anagance Ridge.....	N.B.....	19 00
Albertine.....	N.B.....	254 90	Anderson.....	N.B.....	45 01
Albert Mines.....	N.B.....	310 73	Anfield.....	N.B.....	61 00
Albert Mines.....	P.Q.....	121 75	Ange Gardien, Est.....	P.Q.....	9 45
Albert Park.....	Alberta.....	166 25	Angeline.....	P.Q.....	151 82
Alberton.....	Ont.....	129 00	Anglemont.....	B.C.....	112 45
Albertown.....	Sask.....	109 25	Angoulême.....	P.Q.....	27 95
Albion.....	P.E.I.....	74 70	Anjou.....	P.Q.....	191 04
Albion.....	Ont.....	131 43	Annable.....	B.C.....	76 40
Albion Ridge.....	Alberta.....	60 50	Annandale.....	N.S.....	32 50
Albreda.....	B.C.....	149 55	Annette.....	Sask.....	103 90
Alcida.....	N.B.....	63 00	Annidale.....	N.B.....	222 25
Alcona.....	Ont.....	113 15	Anning.....	Alberta.....	76 60
Alcona Beach (summer office) (opened 3-8-25).....	Ont.....	Nil	Anola.....	Man.....	178 52
Alcorn.....	N.B.....	50 50	Anse-à-Mercier.....	P.Q.....	111 25
Alder Point.....	N.S.....	148 20	Anse au Griffon, Est.....	P.Q.....	97 00
Alder River.....	N.S.....	27 00	Anthony.....	Ont.....	42 00
			Antigonish Harbour.....	N.S.....	25 95
			Antigonish Har. (South Side).....	N.S.....	45 00
			Antrim.....	N.S.....	28 30
			Anvers.....	P.Q.....	25 00

(a) For revenue see under Montreal Sub-Offices

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts..			\$ cts..
Anvil Island.....	B.C.	31 00	Auburndale.....	N.S.	44 51
Appelo.....	Ont.	144 59	Auburndale.....	Alberta	128 70
Apple River.....	N.S.	364 85	Auburnville.....	N.B.	106 50
Aquadell.....	Sask.	17 10	Aulac.....	N.B.	376 55
Arabella (closed 11-7-25).....	Sask.	25	Auld.....	Ont.	153 30
Arbakka.....	Man.	205 00	Auldgirth.....	B.C.	76 09
Arbeau (closed 31-12-25).....	N.B.	29 92	Auld's Cove.....	N.S.	384 03
Arbor Vitae.....	Ont.	95 95	Australian.....	B.C.	95 84
Arbury (opened 1-3-26).....	Sask.	15 00	Auvergne.....	P.Q.	364 50
Archibald.....	N.S.	46 40	Avalon.....	Alberta	122 00
Archibald Settlement.....	N.B.	40 00	Avery's Portage.....	N.B.	97 00
Archive.....	Sask.	409 03	Avebury.....	Sask.	52 50
Archydal.....	Sask.	239 65	Avola.....	B.C.	288 98
Arctic Red River.....	Alberta	24 00	Avon.....	P.Q.	12 50
Ardbeg.....	Ont.	811 98	Avondale.....	N.S.	27 00
Ardenville.....	Alberta	27 90	Avondale Station.....	N.S.	224 46
Ardkenneth.....	Sask.	23 70	Avonport.....	N.S.	76 58
Ardmore.....	Alberta	140 95	Axe Lake.....	Ont.	31 60
Ardness.....	N.S.	85 15	Aylsham.....	Sask.	16 00
Argenta.....	B.C.	85 46			
Argentenay.....	P.Q.	186 75	Babineau.....	N.B.	18 00
Argolis.....	Ont.	198 47	Baccaro.....	N.S.	197 31
Argonaut.....	Ont.	712 88	Baddeck Bay.....	N.S.	45 00
Argyle.....	N.B.	211 19	Baddeck Bridge.....	N.S.	69 20
Argyle.....	N.S.	178 00	Baddeck River, North		
Argyle Head.....	N.S.	175 00	Branch.....	N.S.	20 00
Argyle Sound.....	N.S.	196 00	Badger.....	Man.	202 50
Argyle South.....	N.S.	92 00	Badger Lake.....	Alberta	66 10
Arisaig.....	N.S.	149 47	Baie de la Trinité.....	P.Q.	115 75
Arkeil.....	Ont.	127 05	Baie des Bacons.....	P.Q.	72 01
Arlington.....	N.S.	20 60	Baie des Cèdres.....	P.Q.	441 35
Arlington West.....	N.S.	Nil	Baie des Rochers.....	P.Q.	67 00
Armagh Station.....	P.Q.	225 25	Baie d'Urfe (summer office).....	P.Q.	28 75
Armitage.....	Ont.	63 50	Baie Johan Beetz.....	P.Q.	90 75
Armorique (summer office).....	P.Q.	20 00	Baie Ste. Anne.....	N.B.	132 00
Armstrong.....	P.Q.	174 50	Baie St-Laurent.....	P.Q.	185 50
Armstrong's Brook.....	N.B.	59 89	Baird.....	Ont.	71 00
Armstrong's Corner.....	N.B.	134 00	Baker.....	B.C.	65 30
Arnes.....	Man.	331 65	Baker Settlement.....	N.S.	211 25
Arnold.....	N.S.	87 95	Balaclava.....	Ont.	122 30
Arrandale.....	B.C.	184 75	Bald Rock.....	N.S.	28 60
Arras.....	B.C.	24 93	Bala Park (summer office).....	Ont.	209 25
Arsenault.....	P.Q.	6 00	Baldwin.....	Ont.	218 96
Arthurville.....	P.Q.	113 75	Baleine.....	N.S.	5 00
Artois.....	P.Q.	67 50	Baljenie.....	Sask.	63 58
Arvilla.....	Alberta	41 75	Ballantine.....	Alberta	41 25
Ash.....	Ont.	64 25	Ballantyne's Cove.....	N.S.	110 91
Ashdad.....	Ont.	209 50	Balla Philip.....	N.B.	17 00
Ashdale.....	N.S.	12 00	Ballinora.....	Sask.	58 00
Ashfield.....	N.S.	28 25	Balm.....	Alberta	65 00
Ashkirk.....	Man.	38 88	Balmoral.....	N.S.	29 95
Ashley.....	Sask.	23 50	Balmoral Mills.....	N.S.	94 50
Ashmore.....	N.S.	158 20	Balsam.....	Ont.	151 33
Ash Point.....	N.B.	19 00	Balsam Bay.....	Man.	43 48
Ashton Station.....	Ont.	83 00	Balvenie.....	Ont.	22 66
Asklton.....	N.S.	31 00	Bamberg.....	Ont.	297 00
Asinka (summer office).....	Ont.	85 70	Bangs Falls.....	N.S.	73 15
Asor.....	Sask.	354 10	Banks of Broad Cove.....	N.S.	32 00
Aspdin.....	Ont.	323 50	Bannock.....	Sask.	160 50
Aspen.....	N.S.	212 37	Bannon (closed 30-6-25).....	N.B.	Nil
Aspen Beach (summer office).....	Alberta	146 65	Baptiste.....	Ont.	308 05
Aspen Grove.....	B.C.	36 24	Baraca.....	Alberta	21 25
Aspotogan.....	N.S.	91 35	Barachois.....	N.B.	106 55
Asselin.....	P.Q.	21 00	Barachois Harbour.....	N.S.	72 25
Aston Station.....	P.Q.	94 50	Barachois Nord.....	P.Q.	54 75
Astwood.....	Sask.	37 70	Barachois Ouest.....	P.Q.	128 50
Atalante.....	P.Q.	97 98	Bar de Cocagne.....	N.B.	63 25
Athelitz.....	B.C.	180 50	Bardsville.....	Ont.	122 30
Atkinson.....	Sask.	115 00	Barford.....	Sask.	107 68
Atlantic.....	N.S.	44 60	Barker's Point.....	N.B.	140 25
Atlas.....	Sask.	122 20	Barkfield.....	Man.	66 00
Atnarko.....	B.C.	27 90	Bark Lake.....	Ont.	20 00
Atwood's Brook.....	N.S.	170 50	Barkmere (summer office).....	P.Q.	42 25
Aubigny.....	Man.	184 00	Barkway.....	Ont.	146 25



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Barnard.....	P.Q.	86 00	Bay View.....	N.B.	27 75
Barlochan.....	Ont.	125 75	Beach Meadows.....	N.S.	219 00
Barnet.....	B.C.	928 95	Beaconsfield.....	Man.	22 70
Barney River Station.....	N.S.	141 25	Beaconsfield.....	P.Q.	175 95
Barney's River.....	N.S.	251 46	Bear Cave.....	Ont.	35 00
Barnhart.....	Ont.	55 25	Bear Cove (Chéticamp).....	N.S.	78 20
Barnes Crossing (opened 1-10-25).....	Sask.	29 00	Bear Flat.....	B.C.	44 00
Barnhart Vale.....	B.C.	51 10	Bear Island.....	Ont.	594 00
Barnesdale.....	Ont.	179 75	Bear Line.....	Ont.	358 00
Barnesville.....	N.B.	198 39	Bear Point.....	N.S.	184 75
Barnston Island.....	B.C.	75 00	Bear River East.....	N.S.	155 00
Barrage St-Narcisse.....	P.Q.	455 15	Bear River.....	P.E.I.	308 25
Barra Glen.....	N.S.	37 00	Bears Pass.....	Ont.	71 45
Barra Head.....	N.S.	31 00	Beatonville.....	N.S.	59 75
Barre.....	P.Q.	212 85	Beatrice.....	Ont.	123 00
Barrett Lake.....	B.C.	60 50	Beauchamp (summer office).....	P.Q.	58 00
Barrieau.....	N.B.	25 50	Beauchêne.....	P.Q.	480 60
Barriefield.....	Ont.	123 50	Beaudoin.....	P.Q.	46 00
Barrier Lake.....	Sask.	101 50	Beaudoin Centre.....	P.Q.	78 80
Barrington.....	P.Q.	192 87	Beaufort.....	N.B.	121 25
Barrio's Beach.....	N.S.	133 65	Beaulac.....	P.Q.	41 00
Barry River.....	P.Q.	31 15	Beaumont.....	P.Q.	232 05
Barry's Corner.....	N.S.	29 88	Beaumont.....	N.B.	54 00
Barryvale.....	Ont.	106 15	Beaumont, Est (opened 26-9-25).....	P.Q.	30 01
Barryville.....	N.B.	98 00	Beaupoit, Est.....	P.Q.	83 00
Bartholomew.....	N.B.	28 50	Beaurepaire.....	P.Q.	272 00
Bartibog.....	N.B.	42 00	Beauséjour.....	P.Q.	160 35
Bartibog Bridge.....	N.B.	143 00	Beausoleil.....	P.Q.	67 25
Bartibogue Station.....	N.B.	34 25	Beauval.....	Sask.	93 00
Barvas.....	Sask.	116 10	Beauvallon.....	Alberta.	83 95
Bas de la Baie.....	P.Q.	50 75	Beaver.....	B.C.	210 99
Bas de l'Anse.....	P.Q.	69 00	Beaver Bank.....	N.S.	243 50
Base Line Road.....	N.S.	34 25	Beaver Bluff.....	Sask.	19 00
Baskatong.....	P.Q.	242 01	Beaver Brook.....	N.B.	25 00
Bass Creek.....	Ont.	35 00	Beaver Brook Station.....	N.B.	129 75
Bassin du Lièvre.....	P.Q.	20 40	Beaver Cove.....	N.S.	126 95
Bass River Point.....	N.B.	69 70	Beaver Creek.....	B.C.	94 25
Basswood Ridge.....	N.B.	48 25	Beaver Crossing.....	Alberta.	84 70
Batchawana.....	Ont.	108 42	Beaver Dale.....	Sask.	54 00
Bateston.....	N.S.	76 75	Beaverdam (opened 1-7-25).....	Alberta.	10 00
Batesville (summer office).....	P.Q.	31 00	Beaver Flat.....	Sask.	185 34
Bathgate.....	Alberta.	21 50	Beaver Harbour.....	N.S.	133 00
Bath Road.....	Ont.	(a)	Beaver House.....	Sask.	60 10
Bathurst Mines.....	N.B.	222 00	Beaver Lake.....	B.C.	86 75
Batiscan Station.....	P.Q.	602 45	Beaver Lake.....	Alberta.	12 10
Batoche.....	Sask.	85 00	Beaverley.....	B.C.	28 00
Battle Bend.....	Alberta.	144 00	Beaver River.....	N.S.	215 61
Battle Creek.....	Sask.	40 20	Beaver Valley.....	Sask.	45 25
Battle Ridge.....	Alberta.	40 87	Beazer.....	Alberta.	62 30
Battle Valley.....	Sask.	22 00	Beckenham.....	Sask.	43 00
Battleview.....	Alberta.	50 00	Beckville.....	Man.	16 00
Baxter's Harbour.....	N.S.	34 25	Bedard (Late Station Bedard) (opened 1-2-25).....	P.Q.	254 00
Baxterville.....	Sask.	35 23	Bede (Late Ruth) (opened 1-8-25).....	Man.	118 80
Bayard.....	P.Q.	28 55	Bedfordville.....	Sask.	39 00
Bayend.....	Man.	56 01	Bedworth.....	Ont.	90 26
Bay du Vin.....	N.B.	893 50	Beech Hill.....	N.S.	18 00
Bay du Vin Mills.....	N.B.	31 47	Beech Hill Farms.....	N.S.	66 25
Bayer Settlement.....	N.S.	60 50	Beechmont.....	N.S.	15 25
Bayfield.....	N.S.	133 01	Beechmont North.....	N.S.	9 00
Bayham.....	Ont.	146 60	Beechville.....	N.S.	19 00
Bayhead.....	N.S.	299 90	Beersville.....	N.B.	138 75
Bayport.....	N.S.	146 65	Begin.....	P.Q.	47 05
Bay Road Valley.....	N.S.	18 50	Bekevar.....	Sask.	15 00
Bayside.....	N.B.	164 15	Bélair.....	Man.	68 25
Bayside.....	N.S.	90 00	Beland (opened 15-8-25).....	P.Q.	87 04
Bay St. Lawrence.....	N.S.	137 50	Bélanger.....	Sask.	44 50
Bayswater.....	N.B.	63 00	Bélanger Siding.....	P.Q.	239 33
Bayswater.....	N.S.	146 75	Belbeck.....	Sask.	187 00
Bayton.....	Man.	98 72	Belbutte.....	Sask.	128 75
Bay View.....	N.S.	196 75			

(a) For revenue see under Kingston Sub-Offices.

(b) For revenue see under Ottawa Sub-Offices.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Bellavance.....	P.Q.	78 25	Bickerdike.....	Alberta...	74 00
Bellcamp.....	Alberta...	38 00	Bickle.....	B.C.	52 77
Belle Anse.....	P.Q.	268 00	Bickford.....	Ont.	242 54
Belle Côte.....	N.S.	196 40	Eideford.....	P.E.I.	26 00
Belle Creek.....	P.E.I.	233 25	Bickleigh.....	Sask.	77 50
Belledune.....	N.B.	294 00	Bifrost.....	Man.	26 00
Belledune River.....	N.B.	169 75	Big Bank.....	N.S.	47 00
Bellefeuille.....	P.Q.	33 25	Big Bar Creek.....	B.C.	68 00
Bellefleur.....	N.B.	85 40	Big Beach.....	N.S.	144 60
Bellefontaine.....	N.S.	48 00	*Big Beaver.....	Sask.	15 00
Bellegarde.....	Sask.	66 55	Big Brook.....	N.S.	16 00
Belle Marche.....	N.S.	87 25	Big Cedar Point (summer		
Bellevue.....	Man.	263 40	office).....	Ont.	230 00
Belleville.....	N.B.	77 25	Big Creek.....	B.C.	132 36
Belleville North.....	N.S.	81 00	Big Falls (opened 1-3-26).....	Ont.	200 00
Belleville South.....	N.S.	59 95	Big Fork.....	Ont.	103 47
Bellevue Station.....	Ont.	128 45	Bigger Ridge.....	N.B.	90 90
Belvey.....	P.Q.	24 00	Big Glen.....	N.S.	28 50
Bell Grove.....	N.B.	52 27	Big Harbour.....	N.S.	16 00
Bellhampton.....	Man.	56 60	Big Harbour Centre.....	N.S.	35 00
Bellingham.....	Ont.	62 25	Big Harbour Island.....	N.S.	21 00
Belliveau Village.....	N.B.	22 00	Big Intervale (Cape North).....	N.S.	30 00
Bell Mills.....	N.B.	18 50	Big Intervale (Margaree).....	N.S.	40 50
Bell Mount.....	P.Q.	45 50	Big Island.....	N.S.	73 00
Bell Neck.....	N.S.	44 00	Big Lorraine.....	N.S.	16 03
Belloni.....	N.S.	131 00	Big Marsh.....	N.S.	25 00
Bell Rapids.....	Ont.	37 64	Big Meadow.....	N.S.	34 79
Bellshill.....	Alberta...	112 50	Big Muddy.....	Sask.	68 81
Belmina.....	P.Q.	29 95	Big Pond.....	N.S.	51 00
Belmore.....	Ont.	357 25	Big Pond Centre.....	N.S.	94 00
Belvedere.....	Alberta...	424 77	Big Port l'Hébert.....	N.S.	58 32
Belvoir.....	Sask.	54 00	Big Prairie.....	Alberta...	217 40
Benacadie.....	N.S.	65 77	Big Ridge.....	N.S.	30 00
Benacadie Pond.....	N.S.	21 27	Big Ridge South.....	N.S.	51 25
Benacadie West.....	N.S.	40 00	Big Spring.....	Alberta...	15 12
Benard.....	Man.	163 30	Big Stick Lake (closed 30-11-		
Benbecula.....	Sask.	26 76	25).....	Sask.	59 00
Bench (opened 1-8-25).....	Sask.	43 00	Big Stone.....	Alberta...	69 74
Ben Eoin.....	N.S.	30 00	Bigwin Island (summer office).....	Ont.	1,787 50
Benjamin's Mills.....	N.S.	31 26	Big Woody.....	Man.	8 25
Benjamin River.....	N.B.	191 15	Bilby.....	Alberta...	70 30
Ben Lomond.....	N.B.	70 00	Billimun.....	Sask.	32 00
Bennett.....	P.Q.	50 50	Bingley.....	Alberta...	31 21
Bensham.....	Sask.	38 00	Bingville.....	Alberta...	106 00
Bent River.....	Ont.	119 00	Bircham.....	Alberta...	298 67
Berens River.....	Man.	131 30	Birchbank.....	B.C.	227 95
Bergen.....	Alberta...	114 00	Birch Bay.....	Man.	68 75
Bergeron.....	P.Q.	62 00	Birch Brook.....	N.S.	29 00
Bergfield.....	Sask.	39 98	Birch Island.....	B.C.	322 38
Bergland.....	Ont.	612 91	Birch Lake.....	Sask.	20 50
Berlo.....	Man.	41 45	Birch Plain.....	N.S.	32 30
Bernard.....	Sask.	40 00	Birch Ridge.....	N.B.	24 09
Bernier.....	P.Q.	11 80	Birch Siding.....	N.B.	52 25
Berny.....	Alberta...	44 25	Birchtown.....	N.S.	206 07
Berry Hill.....	N.S.	25 65	Bird River.....	Man.	71 85
Berryer.....	P.Q.	166 67	Birdsalls.....	Ont.	201 56
Berry Mill Station.....	N.B.	130 90	Birdtail.....	Man.	356 75
Berrymoor.....	Alberta...	102 91	Bird's Creek.....	Ont.	155 00
Berthe.....	P.Q.	9 00	Birdsholm.....	Alberta...	86 50
Bernatchez.....	P.Q.	104 00	Birken.....	B.C.	138 75
Bertrand.....	N.B.	66 00	Birkendale.....	Ont.	248 00
Bérubé.....	P.Q.	81 50	Bishopville.....	N.S.	9 00
Berwick West.....	N.S.	19 00	Black Avon.....	N.S.	39 00
Bestville.....	Sask.	149 00	Black Brook.....	N.S.	23 00
Bestwick.....	B.C.	57 00	Blackburn.....	Ont.	104 63
Bethel.....	Man.	109 85	Blackburn Mine.....	P.Q.	33 50
Bethesda.....	Ont.	104 10	Blackdale.....	Man.	45 20
Bethnal.....	Ont.	100 00	Black Donald.....	Ont.	17 00
Beulah.....	N.B.	53 50	Blackett's Lake.....	N.S.	2 81
Betsiamites.....	P.Q.	766 02	Black Hawk.....	Ont.	208 40
Beynes.....	Sask.	30 00	Black Heath.....	Ont.	262 20
Bezanson.....	Alberta...	43 00	Black Hills (closed 25-10-24).....	Yukon...	Nil

\*Credit for new office not yet opened.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Black Land.....	N.B.	217 00	Bonnechère.....	Ont.	69 00
Black Pines.....	B.C.	37 35	Bonne Espérance.....	P.Q.	60 00
Black Point.....	N.B.	255 00	Bonne Madone.....	Sask.	136 90
Black Point, Queens.....	N.S.	283 25	Bonney River Station.....	N.B.	342 00
Black Pool.....	B.C.	240 89	Bonnie Doon.....	Man.	64 00
Black River, Northumber- land.....	N.B.	92 82	Bonnie Glen.....	Alberta...	21 77
Black River, St. John.....	N.B.	106 00	Bonnington Falls.....	B.C.	656 15
Black River Bridge.....	N.B.	157 00	Bon Secours.....	N.B.	67 00
Black Rock.....	N.B.	57 00	Boom Road.....	N.B.	207 20
Black Rock, Victoria.....	N.S.	20 00	Booth.....	P.Q.	134 00
Blacks Harbour.....	N.B.	1,482 00	Bordeaux.....	P.Q.	(a)
Blackstone.....	N.S.	44 50	Borderland.....	Sask.	71 29
Blackstone Lake.....	Ont.	101 23	Bordenwood.....	Ont.	46 00
Blacktail.....	Alberta...	22 00	Boskung.....	Ont.	145 80
Blackwood.....	Sask.	128 75	Botsford Portage.....	N.B.	48 00
Blades.....	Alberta...	254 36	Bouchard.....	P.Q.	57 64
Blaeberry.....	B.C.	41 65	Boucher.....	N.B.	10 00
Blair.....	N.B.	372 00	Boucherville.....	Ont.	15 75
Blair Athol.....	N.B.	105 00	Boudreau.....	N.B.	74 00
Blairhampton.....	Ont.	23 00	Boudreauville.....	N.S.	143 70
Blairton.....	Ont.	50 00	Boudreau Village.....	N.B.	26 00
Blais.....	P.Q.	24 20	Bouffard.....	P.Q.	99 25
Blanchard Road.....	N.S.	19 00	Bougainville.....	P.Q.	53 10
Blanchard Settlement.....	N.B.	109 00	Boughton Island.....	P.E.I.	28 00
Blanche.....	P.Q.	255 80	Boulanger.....	P.Q.	368 95
Blanchet.....	P.Q.	78 00	Boularderie.....	N.S.	65 00
Blandford.....	P.Q.	148 55	Boularderie Centre.....	N.S.	97 55
Blewett.....	B.C.	53 75	Boularderie East.....	N.S.	44 00
Blind Bay.....	B.C.	190 00	Boularderie West.....	N.S.	42 95
Blind Channel.....	B.C.	248 02	Boulay.....	P.Q.	16 25
Bliss Landing.....	B.C.	116 44	Boulter.....	Ont.	228 42
Block 14.....	N.B.	15 00	Boundary Creek.....	Alberta...	69 25
Bloedel (opened 15-11-25).....	B.C.	217 55	Boundary Creek.....	N.B.	113 00
Bloomfield.....	N.S.	65 00	Boundary Falls.....	B.C.	82 50
Bloomfield Ridge.....	N.B.	92 40	Boundary Presqu'île (closed 16-7-25).....	N.B.	5 00
Blooming.....	Sask.	54 00	Bourbon.....	P.Q.	16 00
Bloomington.....	N.S.	21 50	Bourdeau.....	Ont.	60 00
Bloomsbury.....	Alberta...	160 05	Bourgeois.....	N.B.	56 00
Blue Bell.....	N.B.	102 09	Bourgeois Mills.....	N.B.	61 02
Blueberry Creek.....	B.C.	426 70	Bourg Louis.....	P.Q.	70 00
Blueberry Mountain (opened 1-1-26).....	Alberta...	23 00	Bourgogne.....	Sask.	20 25
Blue Cove.....	N.B.	60 00	Bourlamaque (summer office).....	P.Q.	47 50
Blue Mountain.....	N.S.	178 00	Bournival.....	P.Q.	47 00
Blue Mountain Bend.....	N.B.	47 00	Bousquet.....	P.Q.	60 00
Blue Rock.....	N.S.	288 00	Bout de l'Isle.....	P.Q.	(a)
Bluesky.....	Alberta...	192 23	Bout du Monde.....	P.Q.	36 86
Blue's Mill.....	N.S.	63 70	Boutillier Point.....	N.S.	264 70
Bluff Creek.....	Man.	81 94	Boutin.....	Sask.	62 14
Boakview.....	Ont.	97 95	Bowesville.....	Ont.	70 00
Bobs Lake.....	Ont.	95 58	Bowmanton.....	Alberta...	36 00
Bocage.....	P.Q.	52 00	Boyd's.....	N.S.	16 20
Bodham.....	Man.	20 00	Boyer.....	P.Q.	105 15
Bodmin (opened 1-2-26).....	Sask.	43 00	Boyne Lake.....	Alberta...	189 00
Bogart.....	Ont.	141 00	Boynnton.....	P.Q.	220 00
Boggy Creek.....	Man.	103 00	Brackenrig.....	Ont.	65 01
Boian.....	Alberta...	91 65	Brackley Beach.....	P.E.I.	204 00
Boisdale.....	N.S.	249 70	Brada (closed 15-2-26).....	Sask.	40 00
Bois de l'Ail.....	P.Q.	120 00	Bradley (opened 13-10-25).....	Ont.	26 98
Boishébert.....	N.B.	34 00	Bradley Creek.....	Ont.	23 00
Boivin.....	P.Q.	40 30	Bradore Bay.....	P.Q.	28 00
Bold Point.....	B.C.	86 29	Bramber.....	N.S.	135 75
Bolingbroke.....	Ont.	103 75	Branch Brook.....	N.B.	37 00
Bolkow.....	Ont.	229 00	Branch La Have.....	N.S.	96 00
Bon Accord.....	N.B.	30 50	Bransfield.....	N.B.	117 00
Bon Air (summer office).....	Ont.	135 00	Brantville.....	N.B.	54 40
Bonaventure Island.....	P.Q.	36 00	Bras d'Apic.....	P.Q.	239 15
Bon Désir.....	P.Q.	53 45	Brass Hill.....	N.S.	221 65
Bon Echo (summer office).....	Ont.	185 00	Brazil Lake.....	N.S.	166 94
Bonlea.....	Alberta...	40 25	Breault Mill.....	P.Q.	46 00
Boninville.....	Ont.	112 00	Breau Village.....	N.B.	125 00
			Brèche à Manon.....	P.Q.	200 50

(a) For revenue see under Montreal Sub-Offices.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Breckenridge Station.....	P.Q.	284 59	Browning Island (summer office).....	Ont.	91 00
Breda.....	Alberta	10 00	*Brownvale.....	Alberta	20 00
Bredin.....	Alberta	21 75	Brownsville.....	N.S.	60 00
Bremen.....	Sask.	250 05	Bruceton.....	Ont.	20 00
Brennan Hills.....	P.Q.	552 00	Brumlie.....	Man.	25 40
Brennen.....	Ont.	150 08	Brunetville.....	Ont.	110 00
Brentha.....	Ont.	67 65	Brutus.....	Alberta	74 15
Brentwood.....	Ont.	278 75	Bryant.....	Sask.	160 24
Brentwood.....	N.S.	87 80	Bryants Corner.....	N.B.	52 25
Brentwood Bay.....	B.C.	297 00	Brynton.....	N.B.	102 50
Bretagneville.....	N.B.	81 15	Brynmarl.....	B.C.	81 25
Brethour.....	Ont.	34 10	Bryon Island (summer office).....	P.Q.	17 00
Brewer.....	Sask.	88 85	Brysonville.....	P.Q.	289 07
Brewesterville (closed 30-1-26).....	Man.	4 30	B-Say-Tah (summer office).....	Sask.	13 79
Briar Lake.....	N.S.	32 28	Buck Creek, Late Blue Rapids (opened 1-6-25).....	Alberta	26 01
Briarlea.....	Sask.	31 25	Bucke.....	Ont.	233 70
Bridge Lake.....	B.C.	177 50	Buckfield.....	N.S.	62 00
Bridgeville.....	P.Q.	277 00	Buckhorn.....	Alberta	76 00
Bridstow (closed 15-2-26).....	Alberta	3 90	Buck Lake (summer office).....	Ont.	7 98
Briereville.....	Alberta	24 60	Buckland Est (opened 16-1-26).....	P.Q.	19 00
Brigade Lake.....	B.C.	81 25	Bucklaw.....	N.S.	48 20
Brigg's Corner.....	N.B.	38 50	Buckley (summer office).....	N.B.	8 60
Brighthouse.....	B.C.	739 33	Buctouche Bay.....	N.B.	47 00
Brightbank.....	Alberta	24 75	Budd Mills.....	Ont.	17 02
Brightholme.....	Sask.	18 50	Buena Vista.....	B.C.	80 25
Bright Sand.....	Sask.	121 50	Buffalo Cap.....	Sask.	74 36
Brightside.....	Ont.	35 00	Buffalo Horn.....	Sask.	42 00
Brightstone.....	Man.	30 25	Buffalo Lake.....	Alberta	37 55
Briley's Brook.....	N.S.	71 60	Buffalo View.....	Alberta	12 00
Brinkman's Corners.....	Ont.	113 00	Buford.....	Alberta	261 18
Bristol Mines.....	P.Q.	114 90	Bugeaud.....	P.Q.	40 35
Bristol Ridge.....	P.Q.	212 00	Buller.....	Ont.	22 00
Britain.....	Alberta	38 70	Bulstrode Station.....	P.Q.	252 50
Britainville.....	Ont.	29 00	Bunglass.....	Sask.	16 50
Britannia Heights.....	Ont.	234 25	Burfield.....	Alberta	93 02
Brithdir.....	Sask.	94 49	Burgis.....	Sask.	263 00
Briton Cove.....	N.S.	146 50	Burk's Corners.....	P.Q.	65 50
Britonville.....	P.Q.	42 00	Burleigh Falls.....	Ont.	144 25
Broadbent.....	Ont.	75 75	Burlington.....	N.S.	150 41
Broad Cove (Lunenburg).....	N.S.	403 00	Burnaby.....	Ont.	193 55
Broad Cove Chapel.....	N.S.	85 00	Burnbank.....	Man.	23 00
Broad Cove Marsh.....	N.S.	17 00	Burnley.....	Ont.	113 40
Broadlands.....	P.Q.	117 00	Burnside.....	Man.	209 63
Broadwater.....	B.C.	68 45	Burpee.....	Ont.	55 87
Broadway.....	N.S.	44 05	Burquitlam.....	B.C.	192 20
Brockington.....	Sask.	71 05	Burrard Inlet.....	B.C.	1,418 00
Brock Monument (summer office) (opened 29-5-25).....	Ont.	Nil	Burridge.....	Ont.	145 80
Brodeur.....	P.Q.	37 25	Burris.....	Ont.	135 05
Brokenhead.....	Man.	63 74	Burritt.....	Ont.	50 75
Brombury.....	Sask.	67 00	Burtch.....	Ont.	85 75
Broncho.....	Sask.	60 00	Burtonsville.....	Alberta	50 29
Bronson (closed 30-1-26).....	Ont.	29 63	Burwash.....	Ont.	1,183 76
Bronson Settlement.....	N.B.	40 00	Bush Island.....	N.S.	111 78
Bronx Park.....	P.Q.	127 00	Butcher (opened 1-12-25).....	Ont.	41 95
Brookdale.....	P.Q.	99 10	Butedale.....	B.C.	605 12
Brookfield Mines.....	N.S.	85 24	Butterby.....	Sask.	44 55
Brookline.....	P.Q.	31 00	Butterton.....	Sask.	30 27
Brooklyn Corner.....	N.S.	129 96	Byng.....	Man.	24 00
Brookside.....	Sask.	107 41	Cabin Lake.....	Alberta	24 50
Brooksley.....	Alberta	32 00	Cachalot.....	B.C.	119 00
Brookswood.....	B.C.	109 83	Cache Creek.....	B.C.	126 20
Brookvale.....	N.S.	117 50	Cacouna South (summer office).....	P.Q.	50 00
Brook Village.....	N.S.	146 00	Caie Settlement.....	N.B.	4 00
Brookville.....	N.B.	248 00	Cailmount.....	Sask.	78 00
Brophy's.....	N.S.	15 00	Cails Mills.....	N.B.	51 50
Brora.....	Sask.	75 25	Cain's Mountain.....	N.S.	26 00
Brosseau.....	Alberta	249 00	Caistor Centre.....	Ont.	369 35
Brotherston.....	Ont.	35 00	Calahoo.....	Alberta	139 82
Brough.....	Sask.	42 60	Calais.....	Alberta	141 33
Brower.....	Ont.	134 02	Caldbeck.....	Alberta	46 75
Brown.....	Man.	193 75			
Brownfield.....	Alberta	143 50			
Brown Hill.....	Ont.	153 01			

\* Credit for new office not yet opened.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Calderbank.....	Sask.....	152 00	Cape Dauphin.....	N.S.....	32 25
Caldwell.....	P.Q.....	46 58	Cape de Moisselle Creek.....	N.B.....	107 00
Caldwell.....	Alberta.....	33 50	Cape Enrage.....	N.B.....	32 00
Caldwell Brook.....	N.B.....	89 25	Cape George.....	N.S.....	67 00
Caledonia.....	N.S.....	202 25	Cape George Harbour.....	N.S.....	23 00
Caledonia.....	P.E.I.....	24 00	Cape Jack.....	N.S.....	28 65
Caledonia Mills.....	N.S.....	33 00	Cape Negro.....	N.S.....	193 97
Calendula.....	Alberta.....	12 40	Cape Negro Island.....	N.S.....	92 00
Calgary Sub-Office No. 7.....	Alberta.....	(a)	Cape Sable Island (South Side).....	N.S.....	159 00
Calgary Sub-Office No. 16.....	Alberta.....	(a)	Cape Scott.....	B.C.....	90 90
Calgary Sub-Office No. 23.....	Alberta.....	(a)	Cape Station.....	N.B.....	91 52
Calgary Sub-Office No. 25 (closed 29-6-25).....	Alberta.....	(a)	Capitol Hill.....	B.C.....	(b)
Calhoun.....	N.B.....	52 30	Caplan Est (Late Paimpol) (opened 15-12-25).....	P.Q.....	24 00
Caliento.....	Man.....	265 11	Cap la Ronde.....	N.S.....	73 00
California.....	N.B.....	61 00	Cap Lumière.....	N.B.....	33 20
Callières.....	P.Q.....	43 85	Cappon.....	Alberta.....	171 04
Calling Lake.....	Alberta.....	25 00	Cap Rouge.....	N.S.....	29 25
Cambria.....	P.Q.....	59 25	Cap St-Fidèle.....	P.Q.....	32 00
Cambridge.....	N.S.....	110 14	Cap St-Ignace Station.....	P.Q.....	421 00
Camden.....	N.S.....	55 00	Cap St-Martin.....	P.Q.....	131 00
Camel Chute.....	Ont.....	79 65	Capstick.....	N.S.....	77 50
Cameron Lake.....	B.C.....	112 25	Cap Tourmente.....	P.Q.....	104 23
Cameron's Mills.....	N.B.....	25 50	Capucins.....	P.Q.....	123 24
Cameron Settlement.....	N.S.....	73 40	Caramat.....	Ont.....	108 41
Campbelldale.....	N.S.....	24 00	Carbonneau.....	P.Q.....	286 84
Campbell Hill.....	Alberta.....	29 20	Carcajou.....	Alberta.....	48 05
Campbell Mountain.....	N.S.....	4 10	Cardell.....	Sask.....	78 50
Campbellton.....	Ont.....	63 50	Cardross (Late Grace).....	Sask.....	92 30
Campdown.....	Ont.....	310 20	Carey.....	Man.....	185 51
Campdown.....	N.S.....	20 00	Carey's Hill.....	P.Q.....	239 15
Camperville.....	Man.....	220 82	Cariboo Gold Mines.....	N.S.....	117 05
Camp Lake.....	Sask.....	44 55	Cariboo Island.....	N.S.....	14 00
Camp Morton (Late Haas) (opened 1-6-25).....	Man.....	283 45	Cariboo Islands.....	P.Q.....	80 75
Camp Oconto (summer office) (opened 6-7-25).....	Ont.....	149 85	Cariboo Marsh.....	N.S.....	15 00
Camp Ouareau (summer office) (ice).....	P.Q.....	155 00	Carlea.....	Sask.....	92 82
Campsie.....	Alberta.....	12 55	Carleton Ouest.....	P.Q.....	73 35
Canaan.....	N.S.....	38 00	Carleton Village.....	N.S.....	69 20
Canaan Rapids.....	N.B.....	20 00	Carlin.....	B.C.....	167 00
Canada Creek.....	N.S.....	59 00	Carling.....	Ont.....	51 02
Canal.....	Ont.....	278 10	Carlingford.....	N.B.....	19 55
Canal Flats.....	B.C.....	154 62	Carling Lake.....	P.Q.....	42 00
Canim Lake.....	B.C.....	89 81	Carling Station.....	Ont.....	60 00
Cannamore.....	Ont.....	192 85	Carlington.....	Ont.....	74 55
Cannell.....	Alberta.....	120 20	Carlos.....	Alberta.....	21 50
Cannes.....	N.S.....	285 50	Carlowrie.....	Man.....	38 00
Canning.....	Ont.....	61 80	Carlow.....	N.B.....	20 20
Canobie.....	N.B.....	96 00	Carlton Hill.....	Alberta.....	51 64
Canoe Cove.....	P.E.I.....	85 00	Carlyle Lake Resort (summer office).....	Sask.....	182 60
Canoe Lake.....	N.S.....	22 35	Carmel.....	P.Q.....	111 30
Canopus.....	Sask.....	34 72	Carnagh.....	Sask.....	73 80
Canough Creek.....	B.C.....	17 00	Carnforth.....	Alberta.....	26 05
Cantin.....	P.Q.....	52 00	Carnoustie.....	Sask.....	35 25
Canton.....	Ont.....	219 00	Caron Brook.....	N.B.....	267 95
Canton Bégin.....	P.Q.....	185 50	Carr.....	Ont.....	138 66
Canton Taché (closed 18-5-25).....	P.Q.....	1 74	Carragana.....	Sask.....	343 30
Canyon.....	B.C.....	426 50	Carroll.....	P.Q.....	49 80
Cap-à-la-Baleine.....	P.Q.....	77 45	Carroll's Corners.....	N.S.....	50 25
Cap-à-la-Branche.....	P.Q.....	187 35	Carroll's Crossing.....	N.B.....	173 84
Cap au Corbeau.....	P.Q.....	29 00	Carrot Creek.....	Alberta.....	240 05
Cap au Renard.....	P.Q.....	106 80	Carrot River.....	Sask.....	41 00
Cap aux Oies.....	P.Q.....	92 64	Carr's Brook.....	N.S.....	107 92
Cap Bateau.....	N.B.....	39 00	Carsonby (closed 15-1-26).....	Ont.....	51 50
Cap d'Espoir.....	P.Q.....	345 25	Carter's Point.....	N.B.....	55 85
Cap des Rosiers Est.....	P.Q.....	170 36	Carterton.....	Ont.....	127 50
Cape Augnet.....	N.S.....	60 50	Casault.....	P.Q.....	47 00
Cape Chin.....	Ont.....	59 00	Casavant.....	Alberta.....	50 25
Cape Croker.....	Ont.....	150 00	Casey.....	P.Q.....	638 00
			Casgrain.....	P.Q.....	16 00
			Caspaco.....	B.C.....	254 25
			Cassilis.....	N.B.....	146 25

(a) For Revenue see under Calgary Sub-Offices.

(b) For Revenue see under Vancouver Sub-Offices.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Castelneau.....	P.Q.	66 70	Chapleau Station (summer office).....	P.Q.	42 00
Castle Bay.....	N.S.	66 00	Chaplin.....	N.S.	62 96
Castle Coombe.....	Sask.	44 00	Chaplin Road.....	N.B.	36 40
Castledale.....	B.C.	85 56	Chapman.....	Ont.	106 00
Castle Mountain (summer office).....	Alberta...	77 87	Chapman Camp (opened 1-8-25).....	B.C.	449 45
Castle Point.....	Man.	253 53	Chapple.....	Ont.	67 00
Castlereagh.....	N.S.	29 95	Charlesbourg West.....	P.Q.	23 00
Castle Rock.....	B.C.	91 50	Charleston.....	N.S.	205 00
Castonguay, (opened 4-8-25).....	P.Q.	40 00	Charleston.....	Ont.	294 00
Catalone.....	N.S.	133 70	Charleswood.....	Man.	145 55
Catalone Gut.....	N.S.	44 00	Charles Cove.....	N.S.	250 75
Catalone Road.....	N.S.	70 00	Charron.....	Alberta...	16 00
Catamount.....	N.B.	42 00	Chartersville.....	N.B.	15 00
Cataract.....	Ont.	149 70	Chartrand Corner.....	Ont.	132 00
Catchacoma.....	Ont.	70 00	Chaswood.....	N.S.	138 75
Cater.....	Sask.	30 00	Chateau Lake Louise (summer office).....	Alberta...	4,695 01
Caulfield.....	B.C.	159 92	Chater.....	Man.	250 75
Cawood.....	P.Q.	33 02	Chatham Head.....	N.B.	222 00
Cayer.....	Man.	162 12	Chaudière Basin.....	P.Q.	237 50
Cazaville.....	P.Q.	251 50	Chamont.....	P.Q.	21 16
Cecébe.....	Ont.	69 75	Cheam View.....	B.C.	63 38
Cecil.....	Sask.	30 05	Cheddar.....	Ont.	70 50
Cedar.....	B.C.	493 50	Chedderville, (opened 15-2-26).....	Alberta...	19 20
Cedarbrae.....	Ont.	156 11	Cheecham.....	Alberta...	175 00
Cedar Croft (summer office).....	Ont.	98 00	Chce Kye.....	B.C.	281 94
Cedarkine.....	Man.	83 17	Chelan, (opened 1-7-25).....	Sask.	37 00
Cedar Lake.....	Man.	11 25	Chellwood.....	Sask.	44 00
Celtic.....	Sask.	34 50	Chelmsford.....	N.B.	70 40
Centennial.....	N.S.	48 00	Chelsea.....	N.S.	184 25
Central Argyle.....	N.S.	263 00	Chelsea Falls, (opened 14-12-25).....	P.Q.	602 00
Central Blissville.....	N.B.	351 20	Cheminis, (opened 6-1-26).....	Ont.	278 32
Central Earlton.....	N.S.	17 02	Chemin Neuf.....	P.Q.	35 00
Central Greenwich.....	N.B.	281 75	Cheney Station.....	Ont.	104 95
Central Grove.....	N.S.	167 71	Chénier.....	P.Q.	162 00
Central Hampstead.....	N.B.	110 80	Cherryfield.....	N.S.	59 44
Central New Annan.....	N.S.	80 19	Cherryfield.....	N.B.	24 00
Central Port Mouton.....	N.S.	285 10	Cherry Hill.....	N.S.	260 54
Central Waterville (closed 30-8-25).....	N.B.	3 08	Cherry Valley.....	P.E.I.	267 35
Central Wood Harbour.....	N.S.	97 50	Cherryville.....	B.C.	70 30
Centre Acadie.....	N.B.	85 00	Cherrywood.....	Ont.	250 00
Centredale.....	N.S.	30 00	Chesterfield Inlet.....	N.W.T.	
Centre Dummer.....	Ont.	60 62	Chester Grant.....	N.S.	62 00
Centre East Pubnico.....	N.S.	216 66	Chestermere Lake.....	Alberta...	28 75
Centre Island.....	B.C.	34 96	Chester Nord.....	P.Q.	33 56
Centre Millstream.....	N.B.	36 10	Chesterwold.....	Alberta...	64 00
Centre Musquodoboit.....	N.S.	249 25	Chevalier.....	P.Q.	10 00
Centre Nappan.....	N.B.	239 64	Cheviot.....	Sask.	257 85
Centre St. Simon.....	N.B.	74 25	Chevrier.....	Ont.	34 00
Centreton.....	Ont.	341 95	Chezacut.....	B.C.	35 60
Centreview.....	Ont.	28 75	Chiasson.....	N.B.	62 00
Centre Village.....	N.B.	5 00	Chichester.....	P.Q.	199 00
Centreville.....	N.S.	537 00	Chief Lake.....	B.C.	53 00
Centreville East.....	N.S.	60 00	Chikopi (summer office).....	Ont.	90 00
Chaffey's Locks.....	Ont.	792 00	Chilco.....	B.C.	63 75
Chagoness.....	Sask.	91 25	Chimney Corner.....	N.S.	35 00
Chahoon.....	P.Q.	268 25	Chin.....	Alberta...	208 39
Chailey.....	Alberta...	58 05	Chinook Cove.....	B.C.	230 17
Chalifoux.....	P.Q.	30 00	Chippawa Hill.....	Ont.	89 00
Chambery.....	Sask.	101 00	Chisholm.....	N.S.	13 30
Chambord Est.....	P.Q.	30 00	Chisholm Mills.....	Alberta...	500 00
Champagne.....	Yukon...	318 10	Choate.....	B.C.	204 40
Champigny.....	P.Q.	548 80	Chocolate Cove.....	N.B.	63 50
Champcoeur.....	P.Q.	12 00	Choquette.....	P.Q.	37 00
Champigny.....	P.Q.	548 80	Chortitz.....	Man.	160 04
Chance Harbour.....	N.B.	240 75	Christian Island.....	Ont.	107 69
Chance Harbour.....	N.S.	32 00	Christieville.....	P.Q.	104 00
Chandonnet.....	P.Q.	12 50	Christina.....	Ont.	90 05
Chandos.....	Ont.	20 00	Christina Lake.....	B.C.	22 00
Chantler.....	Ont.	80 50	Christopher Lake.....	Sask.	26 75
Chantry.....	Ont.	153 95	Chu Chua.....	B.C.	323 51
Chapais.....	P.Q.	97 00	Chudleigh, (opened 15-3-26).....	Ont.	25 00
Chapel Rock.....	Alberta...	35 50			



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Chudleigh (opened 15-3-26)	Ont.	25 00	Cocagne River	N.B.	24 00
Church Hill	N.B.	28 00	Cockburn Island	Ont.	336 00
Church Lake	N.S.	54 45	Coddle's Harbour	N.S.	170 98
Church House	B.C.	199 68	Codette	Sask.	205 00
Church Over	N.S.	116 54	Coffinscroft	N.S.	37 00
Churchview	N.S.	77 20	Cogmagun River	N.S.	130 90
Chute Lake (summer office)	B.C.	47 62	Colbert	P.Q.	27 00
Chute Nairn	P.Q.	170 00	Colecleugh (closed 1-8-25)	Man.	Nil
Chute Rouge	P.Q.	85 48	Coldbrook	N.B.	171 64
Chute Shipshaw	P.Q.	80 00	Cold Springs	Man.	15 00
Chute Victoria	P.Q.	38 25	Coldstream	N.S.	26 00
Cinema	B.C.	52 00	Cole Harbour	N.S.	186 20
Claire Fontaine	N.B.	47 25	Cole Lake	Ont.	156 80
Clairvaux de Bagot	P.Q.	196 75	Coleman Corner	N.B.	19 74
Clairvaux de Charlevoix	P.Q.	70 50	Colin	N.B.	57 96
Clairville	N.B.	62 00	College Grant	N.S.	23 21
Clam Bay	N.S.	46 24	Collegeville	N.S.	17 30
Clam Harbour	N.S.	217 90	Collette Village	N.B.	32 00
Clam Point	N.S.	46 50	Colleymount	B.C.	110 25
Clanricarde	Ont.	54 35	Collholme (re-opened 1-8-25)	Alberta	25 00
Clapham	P.Q.	46 75	Colmer	Sask.	38 60
Clapperton	P.Q.	170 35	Colomb	P.Q.	75 00
Clarendon Station	N.B.	164 00	Colombourg	P.Q.	127 40
Clarina	Ont.	59 75	Colonial	N.S.	109 30
Clarinda	Alberta	20 00	Colpton	N.S.	107 00
Clarkboro	Sask.	153 00	Columbia Gardens	B.C.	68 67
Clarkleigh	Man.	291 07	Columbine	Alberta	46 00
Clarke Manor (closed 30-4-25)	Alberta	Nil	Colwell	Ont.	74 55
Clark's Corners	N.B.	236 88	Comeau Ridge	N.B.	69 00
Clark's Crossing	Sask.	61 00	Comeau's Hill	N.S.	77 50
Clark's Road (closed 14-4-25)	N.S.	Nil	Comeauville	N.S.	225 00
Clarksville	N.S.	207 37	Commanda	Ont.	266 00
Clarkville	N.B.	24 10	Compton Station	P.Q.	132 63
Claverhouse	N.S.	18 10	Comrey	Alberta	80 20
Clavering	Ont.	156 50	Concession	N.S.	297 50
Clay Bank	Ont.	34 50	Concord	Ont.	198 00
Claysmore (re-opened 1-10-25)	Alberta	50 85	Condon Settlement (closed 31-3-25)	N.S.	Nil
(closed 15-2-26)	Sask.	50 00	Conjuring Creek	Alberta	66 93
Claytonville	Alberta	31 25	Conklin	Alberta	25 21
Clear Hills	Ont.	62 85	Connell Corners	Sask.	25 55
Clear Lake	N.S.	9 00	Connolly	Alberta	36 20
Clearland	Alberta	11 00	Connor	N.B.	179 85
Clearview	B.C.	254 71	Connor Creek	Alberta	154 87
Clearwater Station	Man.	32 25	Conn's Mills	N.S.	152 25
Clematis	Sask.	105 00	Conquerall Mills	N.S.	77 00
Clemens	P.Q.	146 80	Conrich (opened 15-8-25)	Alberta	64 14
Clément	N.B.	4 00	Cooking Lake	Alberta	145 50
Cleavelands	N.B.	291 50	Cook's Brook	N.S.	113 20
Cliffordvale	B.C.	50 36	Cook's Cove	N.S.	132 20
Cliffside (summer office)	N.B.	294 00	Cook's Creek	Man.	321 00
Clifton	Sask.	60 89	Cookville	N.B.	38 55
Cliftonville	Ont.	115 45	Cookville, (closed 31-7-25)	Alberta	53
Clontarf	B.C.	252 00	Coombes Road	N.B.	27 00
Cloose	P.Q.	272 53	Cooper, (re-opened 6-7-25)	Ont.	131 05
Cloridorme	P.Q.	119 00	Cooper's Falls	Ont.	134 10
Cloridorme Ouest	Ont.	89 50	Copeau	Sask.	59 00
Cloud Bay	P.Q.	149 88	Copeland	Sask.	37 40
Cloutier	P.Q.	233 49	Copley (closed 1-8-25)	Man.	50
Clova (opened 1-9-25)	N.S.	27 00	Copp	Ont.	44 73
Cloverdale	N.B.	36 00	Coppell	Ont.	144 94
Clover Hill	Man.	241 75	Copper Mountain (re-opened 1-10-25)	B.C.	296 85
Cloverleaf	N.S.	26 00	Copper River	B.C.	125 00
Cloverville	P.Q.	60 00	Coppice Hill	Alberta	36 50
Club Shawinigan	Sask.	47 15	Corberrie	N.S.	202 60
Cluffield	Sask.	27 10	Corcoran	P.Q.	14 00
Clumber	Ont.	62 87	Cordova Bay, (summer office)	B.C.	20 76
Clydesdale	Alberta	37 00	(re-opened 1-6-25)	Sask.	104 50
Clymont	N.B.	213 40	Coriander	Alberta	28 70
Coal Branch Station	N.B.	228 00	Cork	Ont.	110 07
Coal Creek	N.B.	66 00	Cork Station	N.B.	98 50
Coates' Mills	N.B.	314 00	Corleigh (closed 31-3-25)	Sask.	Nil
Coburn	N.B.	60 00			
Cocagne Cape	N.B.	51 00			
Cocagne Cove	N.B.				

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Cormac.....	Ont.	180 80	Crawfordville.....	P.Q.	14 50
Cormier's Cove.....	N.B.	21 00	Credit Forks.....	Ont.	469 50
Cormier Village.....	N.B.	75 10	Creek Road (closed 2-5-25).....	N.B.	(Nil)
Cormierville.....	N.B.	92 00	Creemore.....	P.Q.	33 75
Cornucopia.....	Alberta.....	108 30	Creignish Rear.....	N.S.	44 00
Cornwall.....	P.E.I.	177 55	Crescent Beach.....	N.S.	97 26
Cornwall Island.....	Ont.	14 00	Crescent Grove.....	N.S.	29 50
Coronation.....	N.B.	31 00	Crescent Hill.....	Sask.	51 00
Corriveau.....	P.Q.	52 00	Crescent Lake.....	Sask.	15 00
Corson's Siding.....	Ont.	165 00	Crinan.....	Ont.	100 00
Cortereal.....	P.Q.	186 25	Crippsdale.....	Alberta.....	15 25
Costello.....	Ont.	32 00	Criss Creek.....	B.C.	82 79
Cosmo.....	Alberta.....	42 39	Crockett.....	N.B.	43 00
Cossetteville.....	P.Q.	39 00	Crocus.....	Man.	164 25
Côté.....	Sask.	247 25	Croll.....	Man.	179 84
Coteau Road.....	N.B.	26 00	Cromarty.....	Ont.	266 60
Côte d'Or.....	N.B.	32 00	Crombie Settlement.....	N.B.	17 00
Côte Ste Anne.....	N.B.	12 00	Cromwell.....	Man.	13 00
Côte St-Joseph.....	P.Q.	17 00	Cross.....	Sask.	23 28
Côte St-Leonard.....	P.Q.	3 50	Crosshill.....	Ont.	93 12
Côte St-Michel.....	P.Q.	(a)	Crossland.....	Ont.	142 06
Côte St-Pierre.....	P.Q.	144 06	Cross Lake.....	Man.	88 50
Côte St-Vincent.....	P.Q.	15 60	Cross Point.....	P.Q.	210 00
Cotham.....	Sask.	27 00	Cross Roads, Mid-Melford.....	N.S.	78 80
Cottonwood.....	B.C.	162 25	Cross Roads, Ohio.....	N.S.	110 45
Coughlan.....	N.B.	162 50	Crouse Town.....	N.S.	146 50
Couillard.....	P.Q.	57 20	Crowell.....	N.S.	494 50
Coulée.....	Sask.	14 00	Crowe's Landing (summer office).....	Ont.	200 50
Coulombe.....	P.Q.	209 90	Crowfoot.....	Alberta.....	132 66
Coulson.....	Ont.	226 00	Crow's Nest.....	N.S.	70 35
Coultervale.....	Man.	42 10	Crowtherview.....	Sask.	49 00
Countess.....	Alberta.....	153 30	Croydon.....	Ont.	104 60
Country Harbour Lake.....	N.S.	33 00	Croydon Station.....	B.C.	173 70
Country Harbour Mines.....	N.S.	192 00	Crozier.....	Ont.	138 46
Courcelette.....	P.Q.	75 00	Cruikshank.....	Sask.	63 75
Court.....	Sask.	190 59	Crutwell.....	Sask.	193 25
Courtice.....	Ont.	181 62	Crystal Hill.....	Sask.	87 50
Cousineau.....	P.Q.	70 50	Crystal Springs.....	Sask.	163 75
Cousins.....	Alberta.....	37 25	Cuffley.....	Sask.	44 00
Couturier.....	P.Q.	143 00	Culdaff.....	P.Q.	111 75
Couturval.....	P.Q.	15 00	Cullen.....	Sask.	179 54
Covedell.....	N.B.	185 60	Cullen's Brook.....	P.Q.	88 95
Cove Road.....	N.S.	87 30	Culligan.....	N.B.	307 00
Covington.....	Sask.	54 01	Culloden.....	N.S.	99 25
Cowan.....	Man.	275 96	Cullyton.....	Sask.	32 50
Cowan Creek.....	N.B.	16 25	Culross.....	Man.	381 10
Cow Bay.....	N.S.	20 00	Cumberland House.....	Sask.	194 25
Coxby.....	Sask.	23 29	Cumberland Mills.....	P.Q.	100 64
Coxheath.....	N.S.	9 00	Cummings.....	Alberta.....	97 95
Coxvale.....	Ont.	16 00	Cumming's Cove.....	N.B.	84 25
Coyote Valley, (closed 15-3-26).....	Alberta.....	8 08	Cumming's Mountain.....	N.S.	16 00
Coyne.....	Ont.	194 40	Cundles.....	Ont.	100 20
Cracknell, (re-opened 1-11-25).....	Man.	102 00	Curlew.....	Alberta.....	31 00
Cracroft.....	B.C.	107 84	Currie's Crossing.....	Ont.	264 00
Craigellachie.....	B.C.	112 56	Curryville.....	N.B.	153 59
Craigend, (opened 15-9-25).....	Alberta.....	19 50	Curve Lake.....	Ont.	85 00
Craigflower, (opened 16-3-26).....	B.C.	25 00	Curventon.....	N.B.	58 55
Craig Harbour.....	N.W.T.		Custeau.....	P.Q.	45 35
Craigie Lea.....	Ont.	247 45	Cuvier.....	Sask.	52 25
Craiglands.....	Sask.	64 75	Cypress (closed 2-5-25).....	Sask.	Nil
Craigleith.....	Ont.	90 00	Cyr.....	P.Q.	51 00
Craigmillar.....	Alberta.....	29 20			
Craigmore.....	N.S.	93 25	Dacotah.....	Man.	181 95
Craig's Crossing.....	B.C.	122 75	Dahinda.....	Sask.	370 42
Craig's Road Station.....	P.Q.	61 70	Dahnton.....	Sask.	332 20
Cramersburg.....	Sask.	60 17	D'Aiguillon.....	P.Q.	124 75
Cranberry.....	P.Q.	30 00	Daisy Lake.....	B.C.	162 85
Cranbourne.....	P.Q.	33 36	Dakin (opened 1-6-25).....	Alberta.....	39 95
Crandall Road.....	N.S.	19 90	Dale.....	N.S.	51 65
Crane River.....	Man.	70 95	Dalehurst (closed 30-9-25).....	Alberta.....	Nil
Cranton Section.....	N.S.	207 95	Dalem Lake.....	N.S.	10 80
Crawford's Grove.....	Ont.	193 00	Dalesboro.....	Sask.	49 50
Crawford Park.....	Man.	95 05	Daleview.....	Sask.	49 00

For Revenue see under Montreal Sub-Offices.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Dalhousie East.....	N.S.	106 50	Deschambault Station.....	P.Q.	75 00
Dalhousie Junction.....	N.B.	235 00	Deschamps.....	P.Q.	20 00
Dalhousie Lake.....	Ont.	291 97	Desjarlais.....	Alberta...	120 50
Dalhousie Lake.....	N.S.	45 00	Desmeloizes (opened 22-8-25).....	P.Q.	40 00
Dalhousie Mills.....	Ont.	74 00	Desormeaux.....	P.Q.	44 52
Dalhousie Road.....	N.S.	110 00	Dessaint.....	P.Q.	136 52
Dalhousie West.....	N.S.	115 00	Devault.....	P.Q.	42 24
Dallas.....	Man.	179 51	Deveron.....	Sask.	193 00
Dalmas.....	P.Q.	106 70	Devereaux.....	N.B.	19 00
Dalmuir.....	Alberta...	39 41	Deville.....	Alberta...	145 75
Dalquier (opened 3-6-25).....	P.Q.	27 00	Devil's Island.....	N.S.	25 00
Daly (closed 30-6-25).....	Man.	Nil	Devon.....	N.S.	20 00
Damasceus.....	Ont.	170 00	Devonshire.....	Ont.	198 67
Damour.....	Sask.	16 00	Dewey.....	B.C.	468 70
Danby.....	P.Q.	196 10	De Wet.....	Man.	149 51
Danbury.....	Sask.	14 65	De Winton.....	Alberta...	588 80
Danesville.....	N.S.	8 05	Dickson.....	Alberta...	233 16
Danskin.....	B.C.	79 70	Didyme.....	P.Q.	86 50
Danvers.....	N.S.	87 00	Diebolt (closed 30-11-25).....	Sask.	3 85
Daphne.....	Sask.	84 65	Dijon.....	P.Q.	171 00
D'Arcy.....	B.C.	134 77	Dillon.....	Ont.	35 00
Darling Lake.....	N.S.	140 00	Dill Siding.....	Ont.	70 00
Darling Road.....	Ont.	257 25	Dimock Creek.....	P.Q.	218 00
Darlington.....	N.B.	47 00	Dina.....	Alberta...	127 26
Dartigny.....	P.Q.	10 00	Dingwall.....	N.S.	79 50
Davidson Corners.....	P.Q.	13 66	Dinorwic.....	Ont.	471 32
Davis Point.....	Man.	129 81	Dipper Harbour.....	N.B.	20 00
Davison Street.....	N.S.	36 00	Dipper Harbour West.....	N.B.	180 55
Davyroyd.....	Sask.	47 75	Dirt Hills.....	Sask.	45 10
Dawsonville.....	N.B.	39 00	Ditton Park.....	Sask.	84 50
Dayton.....	N.S.	730 95	Divide.....	Sask.	86 00
Deacon.....	Ont.	41 25	Divide.....	N.B.	28 00
Dead Creek.....	Ont.	216 51	Dixon's Corners.....	Ont.	287 25
Dean.....	N.S.	226 90	Dnipro.....	Alberta...	19 00
Dearlock.....	Ont.	26 00	Dobson's Corner.....	N.B.	40 00
Deaver.....	Alberta...	6 84	Dobrowody.....	Sask.	33 25
De Bay Cove.....	N.S.	77 30	Dock.....	P.Q.	44 07
De Beaujeu (Late St-Poly-carpe Junction).....	P.Q.	148 50	Doctor's Brook.....	N.S.	26 02
Debolt.....	Alberta...	56 30	Doctor's Cove.....	N.S.	180 25
Decimal.....	Man.	86 50	Dodd Lake.....	P.Q.	60 09
Decker Lake.....	B.C.	214 55	Doe Lake.....	Ont.	131 50
Deemerton.....	Ont.	98 00	Dog Creek.....	B.C.	69 01
Deep Cove.....	N.S.	14 50	Dogherty.....	N.B.	27 00
Deepdale.....	N.S.	16 00	Dog Pound.....	Alberta...	193 86
Deerholme (closed 1-7-25).....	B.C.	Nil	Doheny (re-opened 1-12-25).....	P.Q.	27 30
Deer Mound.....	Alberta...	19 24	Doley.....	Alberta...	103 00
Deer Park.....	B.C.	222 04	Dollarton.....	B.C.	1,250 62
Deerwood.....	Man.	117 05	Dolly Bay.....	Man.	33 09
Dee Side.....	P.Q.	30 15	Donahue.....	Ont.	15 50
Dee Valley.....	Sask.	26 45	Donaldson.....	Ont.	87 75
Défricheur.....	P.Q.	56 86	Donatville.....	Alberta...	83 00
De Grassi Point (summer office).....	Ont.	300 00	Dongola.....	Ont.	28 00
Delacour.....	Alberta...	148 37	Dongray (closed 3-10-25).....	Alberta...	Nil
Delagrave.....	P.Q.	263 50	Donnybrook.....	N.S.	22 00
Delano (closed 9-3-25).....	Alberta...	Nil	Dorchester Crossing.....	N.B.	199 50
Delap's Cove.....	N.S.	78 00	Doreil.....	P.Q.	331 25
Del Bonita.....	Alberta...	242 35	Dorland.....	Ont.	271 00
DeLery (summer office).....	P.Q.	296 00	Dorothy.....	Alberta...	52 71
Dellesseps.....	P.Q.	72 65	Dorreen.....	B.C.	132 10
Delph.....	Alberta...	32 24	Dorts Cove.....	N.S.	44 50
Delta Station.....	Man.	163 60	Dot.....	B.C.	73 75
Del Val.....	P.Q.	84 50	Doucetville.....	N.S.	163 13
Dendron (opened 1-11-25).....	Sask.	83 50	Douglasfield.....	N.B.	55 00
Denonville (opened 25-1-26).....	P.Q.	22 00	Douglas Lake.....	B.C.	203 00
Densmore's Mills.....	N.S.	110 00	Douglaston.....	Sask.	67 00
Denver.....	N.S.	39 20	Douglas West.....	P.Q.	83 20
Depew.....	Sask.	38 00	Dover.....	N.B.	24 00
Dequen Nord.....	P.Q.	411 20	Dover Centre.....	Ont.	280 40
Derby Junction.....	N.B.	114 15	Dover West.....	N.S.	199 00
Dermid.....	Ont.	22 50	Downing.....	Alberta...	20 50
Derryville.....	Ont.	347 53	Doyle's Brook.....	N.B.	36 50
De St. Just.....	P.Q.	99 00	Doyleville.....	N.B.	10 00
			Dragon.....	P.Q.	541 19
			Drayton Valley.....	Alberta...	89 22

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
Drew Station.....	Ont.	99 76	Dymont.....	Ont.	293 00
Drifting River.....	Man.	44 81	Dynevor (closed 30-6-25).....	Man.	9 00
Driftwood.....	Ont.	217 80	Eagle Bay.....	B.C.	66 64
Driscoll Lake.....	Sask.	25 50	Eagle Butte.....	Alberta...	84 88
Drisdelle (opened 16-10-25).....	N.B.	22 00	Eagle Depot.....	P.Q.	313 00
Drobot.....	Sask.	25 52	Eagle Head.....	N.S.	147 00
Drolet.....	P.Q.	40 00	Eagle Hill.....	Alberta...	269 87
Drouin.....	P.Q.	18 00	Eagle Point.....	Sask.	17 45
Droxford.....	Sask.	123 73	Eakindale.....	Sask.	23 00
Drumhead.....	N.S.	583 25	Earl.....	Sask.	41 50
Drummondville.....	N.S.	36 49	Earlie.....	Alberta...	121 25
Dry River.....	Man.	102 50	Earlwood.....	Sask.	26 00
Dubail.....	P.Q.	14 50	Earlstone (closed 31-3-25).....	Alberta...	Nil
Dubé.....	N.B.	49 00	Earlville.....	Alberta...	27 27
Dublin Shore.....	N.S.	285 75	East Advocate.....	N.S.	140 00
Duchesnay (Late Lac St-Joseph).....	P.Q.	120 15	East Aldfield.....	P.Q.	114 72
Duck Bay, (Winter Office) (opened 19-12-25).....	Man.	32 50	East Anglia.....	Sask.	91 75
Duck Cove (summer office).....	N.B.	138 78	East Arlington.....	N.S.	20 10
Duck Range.....	B.C.	47 76	East Baccaro.....	N.S.	83 50
Duck Mountain.....	Man.	33 00	East Bay.....	Man.	179 47
Duck River.....	Man.	43 25	East Bay.....	N.S.	105 00
Dudley.....	Ont.	40 25	East Bay, North Side.....	N.S.	32 85
Dudswell Junction.....	P.Q.	88 85	Eastbourne (summer office).....	Ont.	91 00
Dufaultville.....	P.Q.	80 00	East Braintree.....	Man.	175 06
Dufferin.....	N.B.	15 00	East Branch.....	P.Q.	35 50
Dufour.....	P.Q.	30 00	East Branch River John.....	N.S.	18 00
Dufourville.....	N.B.	29 00	East Brenton.....	N.S.	27 32
Dufresne.....	Man.	86 50	East Brighton.....	N.B.	43 85
Dufrost.....	Man.	328 08	Eastbrook.....	Sask.	102 79
Dugald.....	Man.	401 91	East Brookville.....	N.S.	57 80
Dugas.....	N.B.	19 00	Eastburg.....	Alberta...	67 50
Duguayville.....	N.B.	30 50	East Centreville.....	N.B.	117 00
Dugwal.....	Ont.	106 55	East Chebogue.....	N.S.	65 75
Duhamel.....	P.Q.	118 00	East Chezzetcook.....	N.S.	286 50
Duke.....	Sask.	20 00	East Clifford.....	N.S.	35 00
Dulwich.....	Sask.	154 10	East Colette.....	N.B.	57 00
Dumbarton Station.....	N.B.	96 04	East Dover.....	N.S.	171 72
Dumoine.....	P.Q.	20 00	East Earlton.....	N.S.	94 88
Dunakym.....	N.S.	37 00	Eastern Passage.....	N.S.	286 50
Dunallen (closed 15-5-25).....	Man.	Nil	Eastern Points.....	N.S.	81 68
Dunany.....	P.Q.	104 90	Eastervale.....	Alberta...	28 25
Dunboyne.....	Ont.	300 00	East Ferry.....	N.S.	143 90
Duncan.....	N.S.	137 17	East Folly Mountain.....	N.S.	54 74
Duncan Cove.....	N.S.	33 50	Eastford.....	Ont.	74 55
Dundarave.....	B.C.	919 50	East Fraserville.....	N.S.	56 00
Dundas.....	N.B.	35 79	East Galloway.....	N.B.	30 00
Dundas Harbour (opened 2-9-25).....	N.W.T.	10 00	Eastgate.....	Alberta...	36 72
Dundee.....	N.B.	31 00	East Glassville.....	N.B.	66 10
Dundee.....	Man.	23 11	East Greenfield.....	P.Q.	126 00
Dundee.....	N.S.	64 50	East Hungerford.....	Ont.	18 25
Dundonald.....	Ont.	243 05	East Jeddore.....	N.S.	269 95
Dunedin.....	Ont.	266 00	East Kelowna.....	B.C.	205 87
Dunelm.....	Sask.	143 08	Eastlake.....	N.S.	6 00
Dunkin.....	P.Q.	136 07	East Lawrencetown.....	N.S.	57 50
Dunleath.....	Sask.	28 00	East Leicester.....	N.S.	21 20
Dunlop (opened 1-1-26).....	Sask.	41 00	Eastleigh.....	Sask.	199 50
Dunmaglass.....	N.S.	16 00	East Linton.....	Ont.	47 00
Dunmore.....	N.S.	19 00	East Margaree.....	N.S.	251 00
Dunn.....	Alberta...	63 81	East Mines Station.....	N.S.	220 00
Dunshalt.....	Alberta...	67 20	East New Annan.....	N.S.	73 00
Dunn's Valley.....	Ont.	104 50	Easton.....	N.S.	59 50
Dunragen.....	P.Q.	177 00	East Poplar River.....	Sask.	97 03
Dunster.....	B.C.	452 40	East Portapique.....	N.S.	82 25
Dunvegan.....	Alberta...	30 96	East Quinan.....	N.S.	98 95
Dunvegan.....	N.S.	98 00	East River Point.....	N.S.	157 95
Durot.....	P.Q.	69 55	East River, Sheet Harbour.....	N.S.	64 00
Durieu.....	B.C.	62 75	East Riverside.....	N.B.	84 35
Dutch Brook.....	N.S.	36 00	East Rogerville.....	N.B.	42 00
Dutch Settlement.....	N.S.	37 00	East Roman Valley.....	N.S.	103 00
Dwyer Hill.....	Ont.	32 12	East Sable River.....	N.S.	90 04
Dyer's Bay.....	Ont.	139 62	East Side of Ragged Island.....	N.S.	131 53
			East Side Port L'Hébert.....	N.S.	83 50
			East Sooke.....	B.C.	32 50
			East Uniacke.....	N.S.	30 75
			Eastville.....	N.S.	204 44



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
East Waterville (closed 30-6-25)	N.B.	10 00	Ellwood	Ont.	48 00
East Wentworth	N.S.	228 75	Elma	Ont.	163 15
Eaton	P.Q.	318 25	Elm Brook	Ont.	76 25
Eatonville	N.S.	8 10	Elmcroft	N.B.	27 00
Ebbsfleet	P.E.I.	85 00	Elm Grove	Man.	78 36
Eboulements Centre	P.Q.	99 80	Elm Hill	N.B.	30 00
Eboulements Est.	P.Q.	25 20	Elm Springs	Sask.	43 70
Echodale (closed 31-3-25)	Alberta	Nil	Elmstead	Ont.	96 31
Echohill	Alberta	35 85	Elmsvale	N.S.	233 75
Echo Lake	Ont.	15 40	Elmsville	N.B.	163 00
Economy Point	N.S.	145 00	Elm Tree	Ont.	157 83
Ecoole	B.C.	141 95	Elmworth	Alberta	61 00
Ecum Secum	N.S.	511 55	Elsie	Ont.	55 00
Ecum Secum Bridge	N.S.	200 69	Elswick	Sask.	74 11
Eddyside	Sask.	91 61	Elysee	P.Q.	69 27
Eddystone	Man.	86 20	Elzevir	Ont.	69 35
Eden	Ont.	390 31	Emerald	N.S.	14 00
Eden Grove	Ont.	310 61	Emerson	N.B.	71 43
Edenbridge	Sask.	177 64	Encombe (closed 15-1-26)	B.C.	41 67
Edenkillie	Sask.	18 00	Engen	B.C.	143 75
Eden Lake	N.S.	126 95	Engineer (opened 1-9-25)	B.C.	659 50
Eden Mills	Ont.	194 24	English Corner	N.S.	118 00
Edgar	Ont.	272 00	Enid	Sask.	102 41
Edgell	Sask.	9 00	Ennishore	N.B.	70 00
Edgewater	B.C.	162 25	Enon	N.S.	19 00
Edina	P.Q.	57 50	Ensleigh	Alberta	109 75
Edmonton Sub-Office No. 4	Alberta	(a)	Entrelac (summer office)	P.Q.	140 00
Edmonton Sub-Office No. 6	Alberta	(a)	Entry Island	P.Q.	39 00
Edmonton Sub-Office No. 7	Alberta	(a)	Epping (closed 31-8-25)	Ont.	18 44
Edmonton Sub-Office No. 9	Alberta	(a)	Eramosa	Ont.	111 25
Edmonton Sub-Office No. 14	Alberta	(a)	Erie Beach (summer office)	Ont.	298 00
Edmonton Sub-Office No. 15 (opened 2-7-25) (closed 1-8-25)	Alberta	(a)	Erin Lodge	Alberta	25 00
Edmonton Sub-Office No. 16 (opened 1-10-25)	Alberta	(a)	Ermine	Sask.	212 25
Edmonton Sub-Office No. 17 (opened 12-3-26)	Alberta	(a)	Escuminac	N.B.	93 50
Edmore	Sask.	73 45	Escuminac East	P.Q.	17 19
Edwardsville	N.S.	26 00	Escuminac Flats	P.Q.	117 91
Edwin	Man.	209 10	Escuminac Nord	P.Q.	122 75
Edy's Mills	Ont.	116 50	Eskasoni	N.S.	32 00
Eel Cove	N.S.	58 75	Eskasoni Chapel	N.S.	30 00
Eel River Bridge	N.B.	211 70	Espérance	Sask.	24 50
Egan Estate	Ont.	330 00	Essondale	B.C.	947 00
Egg Island	P.Q.	54 02	Essonville	Ont.	52 00
Egg Lake	Alberta	32 00	Ess Creek	Ont.	126 25
Egerton	N.S.	204 95	Estevan Point	B.C.	136 32
Egmondville	Ont.	621 25	Esther	Alberta	25 76
Eholt	B.C.	48 00	Estmere	N.S.	111 80
Eight Island Lake	N.S.	143 20	Etang des Caps	P.Q.	20 00
Ekhart	Man.	106 71	Ethelwyn	Alberta	115 50
Elardee	Sask.	24 00	Etiomami	Sask.	46 62
Elbourne	Sask.	28 45	Etna	N.S.	26 00
Elbridge	Alberta	27 31	Etobicoke	Ont.	256 25
Eldon Station	Ont.	186 02	Etruria	Man.	18 50
Eldorena	Alberta	75 20	Ettrick	Ont.	325 30
Electric	Ont.	212 90	Ettyville (closed 30-9-25)	Ont.	9 74
Elgin House (summer office)	Ont.	672 00	Etwell	Ont.	127 79
Elgin Mills	Ont.	262 00	Eustis	P.Q.	383 30
Elgin Road	P.Q.	154 55	Evandale	N.B.	105 50
Elizabeth Bay	Ont.	60 00	Evangeline	N.B.	18 00
Elkdale	Man.	115 00	Evanston	N.S.	120 55
Elk Prairie	B.C.	16 50	Evansville	Ont.	154 20
Elk Ranch	Man.	123 85	Evanthomas (opened 1-3-26)	B.C.	25 00
Elkton	Alberta	193 90	Evelyn	B.C.	107 00
Elkwater	Alberta	82 20	Everard	Ont.	282 66
Ellaton	Ont.	149 50	Everell	P.Q.	68 00
Ellis	Ont.	131 53	Everett	N.B.	85 55
Ellisboro	Sask.	202 50	Evergreen	Alberta	224 93
Elliscott	Alberta	121 16	Eversley	Ont.	176 10
			Ewan	Ont.	70 00
			Ewelme	Alberta	41 37
			Ewing	Alberta	25 50
			Ewing's Landing	B.C.	405 49
			Excelsior	Ont.	170 95

(a) For revenue see under Edmonton Sub-Offices.

## Non-Accounting Post Offices—Concluded

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Excelsior.....	Alberta...	16 00	Finland.....	Ont.....	80 00
Exmoor.....	N.B.....	12 50	Findlay Forks.....	B.C.....	25 00
Fairdale.....	Sask.....	20 50	Finlayson.....	N.S.....	30 00
Fairdale Station (re-opened 24-10-25).....	N.B.....		Finmark.....	Ont.....	269 12
Fairfield.....	N.B.....	113 25	Fir Grove.....	P.Q.....	76 75
Fairholme (closed 30-12-25)...	Ont.....	21 50	Fir Mountain.....	Sask.....	22 45
Fairholm.....	Sask.....	254 50	Fir Ridge.....	Sask.....	31 25
Fairlawn.....	Sask.....	11 51	First South.....	N.S.....	191 55
Fairmede.....	Sask.....	39 25	Fiset.....	P.Q.....	120 00
Fairmont.....	N.S.....	32 41	Fish Creek.....	Sask.....	98 05
Fairmont Springs.....	B.C.....	157 00	Fisher Bay (opened 1-8-25)...	Man.....	48 95
Fairport (summer office).....	Ont.....	107 00	Fisherman's Harbour.....	N.S.....	115 30
Fair Vale.....	N.B.....	1,084 01	Fisher Mill.....	N.S.....	227 04
*Fairvale Station (summer office) (closed 30-9-25).....	N.B.....	61 00	Fisher Home.....	Alberta...	30 00
Fairview Station.....	N.S.....	(b)	Fisherton.....	Man.....	58 55
Fairy dell.....	Alberta...	28 50	Fishing Lake.....	Sask.....	39 40
Fairy Glen.....	Sask.....	159 81	Fishing River.....	Man.....	258 00
Fairy Hill.....	Sask.....	93 72	Fitzpatrick.....	P.Q.....	90 66
Faith.....	Alberta...	111 32	Five Mile River.....	N.S.....	121 70
Falkland.....	N.S.....	36 24	Flamand.....	P.Q.....	1,320 00
Fallbrook.....	Ont.....	269 65	Flamboro Centre.....	Ont.....	96 20
Fall River.....	Ont.....	38 00	Flatbush.....	Alberta...	76 83
Fame Point.....	P.Q.....	118 00	Flat Lake.....	Alberta...	129 25
Fanford.....	Sask.....	29 00	Flatlands.....	N.B.....	307 00
Faraday.....	Ont.....	24 00	Fleming Siding.....	N.B.....	30 00
Fareham.....	Alberta...	74 30	Fletwode.....	Sask.....	111 80
Farewell Cove.....	P.Q.....	145 00	Fleurant.....	P.Q.....	85 50
Farley.....	P.Q.....	47 00	Fleurault (opened 15-4-25)...	P.Q.....	68 00
Farlinger (opened 1-9-25).....	Ont.....	70 00	Fleury (closed 17-4-25).....	P.Q.....	Nil
Farmingdale.....	Sask.....	119 40	Flodden.....	P.Q.....	58 65
Farmville.....	N.S.....	7 01	Flood.....	B.C.....	152 70
Farrington Hill.....	Ont.....	(a)	Floral Park (summer office) (opened 1-7-25).....	Ont.....	80 50
Farrington.....	Ont.....	83 75	Florann.....	Alberta...	52 55
Faucher.....	P.Q.....	85 25	Flowing Well.....	Sask.....	278 18
Faulkner.....	Man.....	249 90	Flynn.....	P.Q.....	29 00
Faust.....	Alberta...	531 29	Foch.....	B.C.....	37 25
Fauvel.....	P.Q.....	174 65	Foley.....	Man.....	148 83
Fauxbourg.....	N.S.....	14 00	Folgoet (Late Tilly) (opened 1-5-25).....	Sask.....	10 55
Fawcett Hill.....	N.B.....	24 00	Folkins.....	N.B.....	116 00
Fawn Lake.....	Alberta...	121 25	Foisy.....	Alberta...	98 00
Feener's Corner.....	N.S.....	46 06	Folly Lake.....	N.S.....	206 84
Feltz South.....	N.S.....	174 25	Folly Mountain.....	N.S.....	30 00
Fenner.....	Alberta...	48 00	Fonderie.....	P.Q.....	73 85
Fenwick.....	N.B.....	43 44	Fonehill.....	Sask.....	114 10
Ferguson's Lake.....	N.S.....	33 50	Fontaine (opened 1-10-25).....	N.B.....	17 00
Ferguson Flats.....	Alberta...	90 00	Fontenelle.....	P.Q.....	420 77
Ferland.....	Sask.....	67 00	Foothills.....	Alberta...	406 14
Ferme Rouge.....	P.Q.....	20 00	Forbes Point.....	N.S.....	163 10
Fermoy.....	Ont.....	91 00	Forcina.....	Alberta...	24 00
Fern Creek.....	Alberta...	15 00	Ford Bank.....	N.B.....	52 50
Ferndale.....	N.B.....	5 20	Ford's Mills.....	N.B.....	202 00
Ferndale House (summer office).....	Ont.....	30 00	Foreman.....	Alberta...	59 25
Fern Glen.....	Ont.....	139 00	Forest City.....	N.B.....	51 80
Fernlee.....	Ont.....	43 60	Forest Farm.....	Sask.....	48 95
Fernleigh.....	Ont.....	102 61	Forest Gate (opened 16-11-25)	Sask.....	31 25
Fernmount.....	N.B.....	47 00	Forest Glen.....	N.S.....	10 00
Feronia.....	Ont.....	278 51	Forest Grove.....	B.C.....	204 21
Ferrybank.....	Alberta...	68 62	Forest Hall.....	Sask.....	53 25
Ferry Road.....	N.B.....	137 00	Forest Hill.....	N.B.....	35 75
Fertility.....	Alberta...	73 20	Forest Home.....	N.S.....	29 00
Fetherston.....	Ont.....	51 00	Forest Lawn.....	Alberta...	573 20
Feuille d'Erable.....	P.Q.....	242 75	Forest Nook (summer office)...	Ont.....	406 90
Fielding.....	N.B.....	127 50	Foreston (opened 11-4-25)....	N.B.....	237 33
Fife.....	B.C.....	648 15	Forfar.....	Ont.....	241 75
Fife Lake.....	Sask.....	125 16	Fork Lake.....	Alberta...	58 57
Figury.....	P.Q.....	151 85	Forks.....	N.B.....	9 00
Finch's Corners.....	Ont.....	49 06	Forks Baddeck.....	N.S.....	60 20
Findlay.....	Man.....	268 84	Fort à la Corne.....	Sask.....	52 00
			Fort Alexander.....	Man.....	143 45

(b) For revenue see under Halifax Sub-Offices.

\*Re-opened as a Regular Office (24-10-25).

(a) For revenue see under Brantford Sub-Offices.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Fort Assiniboine.....	Alberta...	152 62	French Road.....	N.S.	32 00
Fort Augustus.....	P.E.I.	53 30	Frenchvale.....	N.S.	20 00
Fort Chipewyan.....	Alberta...	273 25	French Village.....	P.E.I.	98 25
Fortescue.....	Ont.	41 01	French Village (closed 1-2-26)	N.B.	9 00
Fort Fitzgerald.....	Alberta...	126 95	French Village.....	N.S.	59 75
Fort Garry.....	Man.	853 84	Frenchville.....	Sask.	168 65
Fort Good Hope.....	N.W.T.	70 20	Freppel.....	P.Q.	20 00
Fortier.....	Man.	367 50	Freshwater.....	P.Q.	49 00
Fort Kent.....	Alberta...	96 00	Fresnoy.....	Alberta...	33 00
Fort Lawrence.....	N.S.	220 10	Friar's Head.....	N.S.	112 00
Fort Louisburg.....	N.S.	31 30	Fribourg.....	Alberta...	30 75
Fort McPherson.....	N.W.T.	25 04	Friedenstal.....	Alberta...	180 15
Fort Norman.....	N.W.T.	61 35	Frog Lake.....	Alberta...	114 59
Fort Pelly.....	Sask.	13 00	Frost Village.....	P.Q.	42 00
Fort Providence.....	N.W.T.	91 70	Fulda.....	Sask.	70 50
Fort Resolution.....	N.W.T.	184 00	Fulton Brook.....	N.B.	12 00
Fort St. James.....	B.C.	429 00	Fundale.....	Sask.	68 55
Fort Simpson.....	N.W.T.	100 00	Furman.....	Alberta...	18 00
Fort Vermilion.....	Alberta...	298 56	Furnace Falls.....	Ont.	60 00
Fort William.....	P.Q.	173 40	Furness.....	Sask.	59 90
Forty Mile.....	Yukon...	61 50			
Fossambault.....	P.Q.	15 00	Gabarouse Barachois.....	N.S.	228 50
Fossmill.....	Ont.	645 90	Gabarouse Lake.....	N.S.	94 00
Fosterville.....	N.B.	182 05	Gabelle.....	P.Q.	281 25
Fourchu.....	N.S.	240 27	Gabriola Island.....	B.C.	267 00
Fournierville.....	Sask.	49 10	Gad's Hill Station.....	Ont.	677 93
Four Falls.....	N.B.	197 32	Gagne.....	P.Q.	137 75
Four Roads.....	N.B.	99 00	Gagnon.....	Ont.	120 00
Fourteen Island Lake.....	P.Q.	134 37	Gahern.....	Alberta...	70 50
Fourteen Mile House.....	N.S.	34 00	Gairloch Mountain.....	N.S.	13 50
Fowler's Corners.....	Ont.	109 00	Galena.....	B.C.	149 41
Fox.....	Alberta...	51 34	Galarneauville.....	Alberta...	80 50
Foxford (opened 16-5-25).....	Sask.	70 00	Gallagher.....	N.B.	7 00
Fox Creek.....	N.B.	371 00	Gallant Settlement.....	N.B.	25 00
Foxdale.....	Sask.	134 00	Gallocks.....	Sask.	22 00
Foxey.....	Ont.	72 00	Galloway.....	B.C.	46 00
Fox Harbour.....	N.S.	40 00	Cameland.....	Ont.	31 50
Fox Harbour Point.....	N.S.	32 00	Gang Ranch.....	B.C.	112 00
Fox Island Main.....	N.S.	54 00	Gap View.....	Sask.	32 80
Fox Hills.....	Sask.	44 00	Garden Head.....	Sask.	98 00
Fox Point.....	N.S.	105 00	Garden Hill.....	Ont.	155 10
Fox River.....	N.S.	337 47	Garden Island (summer		
Foymount.....	Ont.	32 00	office).....	Ont.	80 00
Fradetville.....	P.Q.	48 00	Garden of Eden.....	N.S.	78 50
Framboise.....	N.S.	96 75	Garden Plain.....	Alberta...	312 00
Framboise Intervale.....	N.S.	53 00	Garden River.....	Ont.	224 25
Framnes.....	Man.	31 20	Gardiner (opened 27-10-25).....	Ont.	76 25
Francoeur.....	N.B.	20 00	Gardiner Mines.....	N.S.	48 00
Francoeur (opened 1-5-25).....	P.Q.	103 00	Gardiner's Creek.....	N.B.	41 54
Frankburg.....	Alberta...	67 00	Garland.....	N.S.	44 05
Franklin Park (summer of-			Garland Mountain.....	N.B.	6 00
fice) (opened 1-7-25).....	Ont.	50 00	Garneau Junction.....	P.Q.	361 86
Frankslake.....	Sask.	165 50	Garnet.....	N.B.	30 25
Fraser Arm.....	B.C.	51 49	Garnier.....	P.Q.	47 35
Fraserburg.....	Ont.	83 00	Garonne.....	Sask.	86 75
Fraser's Mills.....	N.S.	45 75	Garrington.....	Alberta...	72 89
Fraser's Point (summer of-			Garroz.....	P.Q.	53 00
fice).....	P.Q.	68 00	Garry.....	N.S.	13 00
Fraserton.....	Alberta...	85 20	Gascons Ouest.....	P.Q.	389 00
Fraserwood.....	Man.	668 24	Gaspé Bay, South.....	P.Q.	243 10
Fraxville.....	N.S.	20 70	Gaspereau.....	N.B.	70 00
Frechette.....	P.Q.	11 24	Gaston (summer office) (open-		
Freda.....	Alberta...	44 66	ed 7-5-25).....	Ont.	66 00
Frederickhouse.....	Ont.	212 40	Gaudette.....	P.Q.	379 36
Fredericton Road.....	N.B.	44 75	Gauthier.....	P.Q.	50 00
Freedale.....	Man.	52 75	Gauvin.....	P.Q.	17 75
Free Grant.....	N.B.	47 50	Gauvreau (opened 15-9-25).....	N.B.	15 00
Freeman River.....	Alberta...	28 50	Gaythorne.....	N.B.	44 50
Freemington.....	Sask.	45 50	Geary.....	N.B.	219 01
French Cove.....	N.S.	58 20	Gegoggin.....	N.S.	7 12
French Hill.....	Ont.	51 00	Gellatly.....	B.C.	85 50
French Lake.....	N.B.	97 30	Gendron.....	P.Q.	30 00
Frenchman's Butte.....	Sask.	54 00	Genesee.....	Alberta...	24 50
French River.....	N.S.	61 75	Genest.....	P.Q.	15 00

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Genthon.....	Man.	183 50	Glencoe.....	N.S.	14 00
Georgefield.....	N.S.	80 00	Glen Cross.....	Ont.	83 50
George's River.....	N.S.	192 95	Glen Currie.....	N.S.	36 25
George's River Station.....	N.S.	16 00	Glendale.....	N.S.	141 00
Georgeville.....	N.S.	89 95	Glendale.....	Man.	35 00
Gergina Island.....	Ont.	21 00	Glendon.....	Alberta...	122 00
Gergovia.....	Sask.	40 00	Glendower.....	Ont.	28 00
Gérin.....	P.Q.	110 45	Glendyer.....	N.S.	60 25
Germania.....	Ont.	64 00	Gleneagles.....	B.C.	25 00
German Brook.....	N.B.	14 00	Glen Echo (summer office).....	Ont.	162 00
German Mills.....	Ont.	42 25	Glen Elder.....	Sask.	41 25
Germantown.....	N.B.	37 25	Glenelg.....	N.S.	96 27
Gerrard.....	B.C.	62 10	Glenellen.....	Sask.	56 50
Gerrard Island.....	N.S.	18 00	Glen Elmo.....	Man.	92 00
Gethsémani.....	P.Q.	52 00	Glenfarne (summer office).....	P.Q.	48 00
Geyser.....	Man.	173 79	Glenfield.....	Ont.	28 00
Giant's Lake.....	N.S.	75 00	Glenford.....	Alberta...	44 27
Gibbon.....	N.B.	55 00	Glangarden (closed 31-3-25).....	Alberta...	Nil
Giffard.....	P.Q.	494 17	Glangarry.....	N.S.	5 00
Gifford Station.....	B.C.	266 77	Glangarry Station.....	N.S.	209 00
Gignac.....	P.Q.	50 00	Glen Haven.....	N.S.	180 95
Gilbert.....	Alberta...	100 25	Glenhewitt.....	Alberta...	38 00
Gilbert Cove.....	N.S.	229 51	Glenhope.....	Man.	21 25
Gilks.....	N.B.	215 55	Glen Island (summer office).....	Ont.	107 45
Gillander's Mountain.....	N.S.	31 87	Glenister.....	Alberta...	45 00
Gillespie.....	Sask.	169 00	Glenkeen.....	N.S.	24 00
Gillies Bay.....	B.C.	25 00	Glen Kerr.....	Sask.	39 00
Gillies Depot.....	Ont.	104 74	Glenlivet.....	P.Q.	95 38
Gillies Lake.....	N.S.	6 00	Glenlivet.....	N.B.	91 50
Gillies Point.....	N.S.	12 00	Glen Leslie.....	Alberta...	107 40
Gillies Point East.....	N.S.	22 25	Glen Margaret.....	N.S.	305 30
Gillis Cove.....	N.S.	60 36	Glen Mary.....	Sask.	30 00
Gillisdale.....	N.S.	55 95	Glen Meyer.....	Ont.	238 00
Gillisville.....	N.S.	23 00	Glen McPherson (Temporary closed 2-1-26).....	Sask.	21 97
Gilnockie.....	Sask.	17 00	Glenmont.....	N.S.	56 00
Gilt Edge.....	Alberta...	40 92	Glen Morrison.....	N.S.	16 00
Girard.....	P.Q.	49 25	Glenmount (summer office).....	Ont.	360 00
Girardville.....	P.Q.	69 30	Glenora.....	N.S.	25 50
Gironde.....	P.Q.	321 91	Glenora Falls.....	N.S.	21 00
Girouardville.....	N.B.	28 00	Glen Orchard.....	Ont.	109 81
Glacier Creek.....	Yukon...	56 96	Glen Rae.....	Ont.	96 60
Gladmar.....	Sask.	332 18	Glenreagh.....	Alberta...	27 10
Gladwin.....	Sask.	55 50	Glen Road.....	N.S.	28 00
Gladwyn.....	N.B.	49 50	Glenrosa.....	B.C.	67 25
Gladys.....	Alberta...	151 85	Glen Titus.....	N.B.	55 50
Glamis.....	Sask.	195 00	Glen Tosh.....	N.S.	34 40
Glamorgan.....	Ont.	17 00	Glentworth.....	Sask.	36 50
Glanford Station.....	Ont.	669 34	Glen Valley.....	B.C.	268 98
Glanmire.....	Ont.	13 80	Glenview.....	Alberta...	55 50
Glasgow.....	N.S.	30 00	Glenville.....	N.S.	56 10
Glasgow Mountain.....	N.S.	2 25	Glenwater.....	Ont.	46 00
Glaslyn.....	Sask.	222 20	Glenwood.....	N.B.	139 35
Glassburn.....	N.S.	47 50	Gldehurst.....	Alberta...	33 15
Glaude.....	N.B.	14 00	Glyn.....	B.C.	114 00
Gleason Road.....	N.B.	73 25	Goat River.....	B.C.	72 20
Glebe Road.....	N.S.	6 00	Gobeil.....	P.Q.	172 32
Gledhow.....	Sask.	150 00	Goble's.....	Ont.	233 85
Glenada (closed 31-3-25).....	Sask.	Nil	Goddard (closed 10-12-25).....	Alberta...	29 61
Glen Adelaide.....	Sask.	36 75	Goff's.....	N.S.	76 50
Glen Alda.....	Ont.	39 00	Go Home (summer office).....	Ont.	386 00
Glen Almond.....	P.Q.	156 85	Gold Bar (closed 1-6-25).....	B.C.	Nil
Glen Alpine.....	N.S.	51 00	Goldbrook.....	N.S.	12 50
Glenannan.....	Ont.	115 00	Goldburg.....	Sask.	35 50
Glenannan.....	B.C.	60 54	Gold Creek (closed 31-8-25).....	Alberta...	6 25
Glenarm.....	Ont.	225 82	Goldenburg.....	Ont.	62 60
Glenbervie.....	N.S.	161 95	Golden Grove.....	N.B.	30 00
Glenbogie (closed 31-3-25).....	Sask.	Nil	Golden Plain.....	Sask.	62 52
Glenbrea.....	Sask.	29 00	Golden Prairie.....	Sask.	236 50
Glenburnie.....	Ont.	161 20	Goldenrule.....	Sask.	84 25
Glencoe.....	N.S.	18 40	Golden Stream.....	Man.	41 64
Glencoe.....	N.B.	63 50	Golden Vale.....	Sask.	17 25
Glencoe Mills.....	N.S.	57 00			

\*Credit for new office not yet opened.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
Golden Valley	Ont.	272 93	Grangeville	N.B.	86 60
Goldenville	N.S.	285 34	Granlea	Alberta	55 08
Gold Spring	Alberta	33 11	Granite Bay	B.C.	115 82
Goldstream	B.C.	43 00	Grantville	N.S.	167 00
Goldthorpe	Ont.	114 00	Granville	Yukon	97 00
Gollier	Sask.	91 50	Grass Cove	N.S.	50 00
Gondola Point	N.B.	102 30	Grassmere	Ont.	41 00
Gonor	Man.	89 00	Grass River	Man.	18 00
Goodfare	Alberta	45 00	Grassy Plains	B.C.	79 25
Goodfish Lake	Alberta	22 25	Grattan	N.B.	94 75
Good Hope	Alberta	58 00	Grattan	Ont.	88 12
Gooding	Sask.	41 50	Gratz	Alberta	35 65
Goodwin	Alberta	30 00	Gravel	P.Q.	70 40
Goodwin Mill	N.B.	30 00	Gravel Hill	Ont.	68 25
Gooseberry Cove	N.B.	61 00	Grayburn	Sask.	154 44
Gooseberry Lake	Alberta	13 00	Gray Creek	B.C.	236 00
Goose Creek (closed 7-2-25)	N.B.	Nil	Graydahl	Sask.	53 38
Gopher Head	Alberta	42 20	Graytown	Sask.	117 37
Gordon Lake	Ont.	122 90	Graywood	N.S.	82 00
Gordonville	N.B.	144 00	Great Central (opened 1-7-25)	B.C.	365 40
Gore	N.S.	291 00	Great Desert	Ont.	41 25
Gore	P.Q.	147 00	Greece's Point	P.Q.	15 00
Gorefield	Sask.	39 00	Greenbrier	Sask.	41 00
Goring	Ont.	113 00	Greenbush (closed 1-7-25)	Sask.	42 23
Gorkendon (closed 30-11-25)	Sask.	Nil	Greendale	N.S.	19 00
Goshen	N.B.	55 00	Greenfield, Colchester	N.S.	78 92
Goshen	N.S.	229 05	Greenfield Park	P.Q.	(a)
Goulais River	Ont.	191 85	Greening	P.Q.	110 76
Goulbourne	Man.	21 00	Green Glade	Alberta	42 50
Gould Station	P.Q.	152 00	Green Harbour	N.S.	230 10
Gouldtown	Sask.	125 95	Green Lake	Sask.	125 85
Goulet	P.Q.	47 00	Greenland	Man.	66 05
Gourin	Alberta	59 01	Greenlawn	Alberta	91 45
Goward	Ont.	451 00	Green Mountain	Ont.	26 10
Gower Point (closed 31-5-25)	B.C.	4 82	Greenock	Ont.	319 70
Gowland Mountain	N.B.	30 00	Greenough Settlement	N.S.	36 10
Gracieville	N.S.	24 00	Green River	Ont.	120 50
Grafton	N.S.	235 52	Green's Brook	N.S.	38 50
Graham	Ont.	344 90	Greensides	Sask.	14 90
Grahamdale	Man.	444 47	Greenstreet (closed 15-9-25)	Sask.	Nil
Graham Hill	Sask.	36 07	Greenvale	N.S.	13 30
Graham Landing	B.C.	109 61	Greenview	Ont.	66 25
Grainfield	N.B.	61 00	Greenwald	Man.	82 50
Graminia	Alberta	88 00	Greenwich Hill	N.B.	210 00
Gramont	P.Q.	150 50	Greer	N.B.	111 55
Grand Aldouane	N.B.	51 35	Greer Mount	P.Q.	41 00
Grande Anse	N.S.	315 55	Gregan	N.B.	286 50
Grand Bay	N.B.	348 72	Grehard	Sask.	30 30
Grand Beach (summer office)	Man.	271 64	Gregory (summer office)	Ont.	200 75
Grand Desert	N.S.	219 50	Grenadier Island	Ont.	74 45
Grand Deuxième	P.Q.	33 95	Grenville Bay	P.Q.	99 00
Grande Crève	N.S.	76 00	Grey's Mills	N.B.	87 75
Grande Montagne	P.Q.	75 50	Griffith	Ont.	249 00
Grande Pointe	Man.	130 05	Grimsthorpe	Ont.	79 10
Grande Vallée	P.Q.	475 00	Grondines Est.	P.Q.	81 00
Grand Fonds	P.Q.	44 51	Grondines Ouest	P.Q.	74 00
Grand Haven	B.C.	63 00	Grondines Station	P.Q.	256 00
Grandique	N.B.	173 50	Grosmont	Alberta	29 22
Grandin	Alberta	21 00	Gros Morne	P.Q.	37 00
Grandique Ferry	N.S.	33 00	Gros Pin	P.Q.	285 20
Grand Lake Station	N.S.	66 25	Grosse Isle	P.Q.	
Grand Marais	Man.	265 41	Grosse Isle	Man.	315 80
Grand Mira, North	N.S.	27 00	Grosse Coques	N.S.	286 25
Grand Mira, South	N.S.	36 00	Grosses Roches	P.Q.	306 99
Grand Pabos	P.Q.	277 45	Grosswerder	Sask.	157 66
Grand Pabos, Ouest	P.Q.	59 20	Grosvenor	N.S.	29 00
Grand Rang	P.Q.	100 47	Groton	Alberta	75 50
Grand Rapids	Man.	30 00	Grove Park	Sask.	59 50
Grand Remou	P.Q.	95 00	Grove Creek	P.Q.	55 20
Grande Rivière, Ouest	P.Q.	256 01	Groves Point	N.S.	33 00
Grand River Falls	N.S.	31 00	Grund	Man.	18 00
Grand St. Louis	P.Q.	43 00	Grunthal	Man.	145 32

(a) For revenue see under Montreal Sub-Offices.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Gueguen.....	N.B.	45 10	Hanall.....	B.C.	138 29
Guelph, Sub-office No. 2 (opened 12-8-25).....	Ont.	(a)	Hanbury (closed 31-7-25).....	B.C.	6 11
Guimond.....	N.B.	21 00	Hanceville.....	B.C.	358 40
Guindon.....	P.Q.	33 25	Handsworth.....	Sask.	136 31
Guiney.....	Ont.	26 00	Hanford Brook.....	N.B.	75 00
Guite.....	P.Q.	60 85	Hansard.....	B.C.	93 92
Gunderson (closed 15-6-25).....	Sask.	7 71	Harbour Centre.....	N.S.	45 00
Gunning Cove.....	N.S.	256 20	Harbour Road.....	N.S.	49 00
Gunter.....	Ont.	139 00	Harbourview.....	N.S.	154 75
Gunworth.....	Sask.	125 63	Hardwieke.....	N.B.	260 55
Gurneyville.....	Alberta.	36 25	Hardwood Hills.....	P.Q.	54 01
Guthrie.....	Ont.	100 25	Hardwood Lake.....	Ont.	47 01
Gwynemer.....	Man.	14 00	Hardwood Lands.....	N.S.	30 00
Guysborough Intervale.....	N.S.	108 00	Harehills.....	Sask.	39 15
Gwendoline.....	Sask.	9 00	Harewood.....	N.B.	40 40
Gypsumville.....	Man.	570 86	Harlan.....	Sask.	112 75
Hacheyville.....	N.B.	15 00	Harlech (closed 31-8-25).....	Alberta.	13 32
Hachi.....	N.B.	81 25	Harlem.....	Ont.	164 44
Hacketts' Cove.....	N.S.	252 30	Harlington.....	Man.	127 85
Hadashville.....	Man.	217 87	Harmattan.....	Alberta.	307 00
Haddock.....	Alberta.	76 00	Harmony.....	Ont.	48 00
Hadlington.....	Ont.	58 00	Harmony.....	N.S.	89 75
Hal Ha' Bay Junction.....	P.Q.	435 29	Harmony Mills (closed 23-5-25).....	N.S.	12 15
Haight.....	Alberta.	292 65	Harmsworth.....	Man.	185 07
Haines Lake.....	Ont.	22 00	Harpellville.....	N.S.	61 25
Hairy Hill.....	Alberta.	150 63	Harper's Corners.....	Ont.	56 00
Halbstadt.....	Man.	101 80	Harperville.....	Man.	12 09
Halcomb.....	N.B.	60 00	Hartree.....	Sask.	121 55
Halero.....	Sask.	15 00	Harricanaw Ouest.....	P.Q.	56 00
Halcyon Hot Springs.....	B.C.	254 50	Harrigan Cove.....	N.S.	230 75
Haldane Hill.....	Ont.	86 65	Harrington Harbour.....	P.Q.	143 95
Haldimand East.....	P.Q.	123 02	Harrisburg.....	Ont.	212 50
Half Island-Cove.....	N.S.	280 50	Harrisland (closed 24-10-24) (re-opened 1-7-25).....	Sask.	25 00
Halfmoon Bay.....	B.C.	301 00	Harris Hill (closed 9-1-26) (re-opened 1-4-26).....	Ont.	27 76
Halfway.....	Ont.	54 00	Harrison Mills.....	B.C.	588 36
Halfway Brook.....	N.S.	72 70	Harrisville.....	N.B.	16 25
Halfway Cove.....	N.S.	117 05	Harrowgate.....	B.C.	224 75
Halfway Lake.....	Alberta.	35 00	Hart.....	Sask.	369 97
Halfway River Station.....	N.S.	168 75	Hartford.....	N.S.	112 75
Halicz.....	Man.	46 00	Hartley.....	Ont.	145 50
Halifax Sub-Office No. 3.....	N.S.	(b)	Hartley Bay.....	B.C.	74 55
Halifax Sub-Office No. 6.....	N.S.	(b)	Hartling.....	N.S.	332 20
Hall (closed 31-3-25).....	B.C.	Nil	Hartshorn.....	Alberta.	293 66
Hallboro.....	Man.	96 45	Hartsmere.....	Ont.	45 50
Hallewood.....	Ont.	222 05	Hartville (closed 7-11-25).....	N.S.	13 62
Hall's Bridge.....	Ont.	457 75	Harty.....	Ont.	209 50
Hall's Glen.....	Ont.	96 00	Harvey Bank.....	N.B.	140 00
Hall's Harbour.....	N.S.	267 00	Harwill.....	Man.	29 75
Hall's Lake.....	Ont.	95 00	Hassett.....	N.S.	44 25
Hall's Prairie.....	B.C.	72 24	Hastings.....	N.B.	25 00
Halpenny.....	Ont.	56 00	Hatchley Station.....	Ont.	237 53
Halvorgate.....	Sask.	17 00	Hatfield.....	Sask.	102 75
Hamel.....	P.Q.	23 00	Hatherleigh.....	Sask.	89 70
Hamelin.....	P.Q.	68 00	Hathersage.....	Alberta.	56 90
Hamill's Point (summer office).....	Ont.	54 20	Hattonford.....	Alberta.	99 71
Hamilton.....	P.E.I.	175 40	Haultain.....	Ont.	68 50
Hamilton Cove.....	P.Q.	610 28	Haut Lameque.....	N.B.	42 00
Hamilton Mountain.....	N.B.	30 00	Haut Shippigan.....	N.B.	27 25
Hamilton Sub-Office No. 7.....	Ont.	(c)	Havelock.....	N.S.	167 30
Hamilton Sub-Office No. 9 (closed 24-11-25).....	Ont.	(c)	Haven.....	Alberta.	98 26
Hamilton Sub-Office No. 11.....	Ont.	(c)	Havendale.....	N.S.	37 25
Hamilton Sub-Office No. 14.....	Ont.	(c)	Havergal.....	Ont.	33 73
Hammertown.....	Ont.	42 75	Haverhill.....	Sask.	25 50
Hammond River.....	N.B.	105 14	Havilah.....	Ont.	38 02
Hammondvale.....	N.B.	143 30	Hawker.....	N.S.	27 95
Hampton.....	P.E.I.	212 45	Hawkeye.....	Sask.	75 00
Hamrlik.....	Man.	32 65	Hawk Lake.....	Ont.	137 00
			Hawksdale.....	Alberta.	35 00

(a) For revenue see under Guelph Sub-Offices.

(b) For revenue see under Halifax Sub-Offices.

(c) For revenue see under Hamilton Sub-Offices.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Hawthorne.....	N.S.	30 00	Highland Village.....	N.S.	75 70
Hay.....	Ont.	547 20	High Point.....	Sask.	11 75
Hay Cove.....	N.S.	57 00	High Tor.....	Sask.	22 00
Hay Meadow.....	Sask.	25 00	Highvale.....	Alberta...	50 75
Hayesville.....	N.B.	13 85	High View.....	Sask.	56 25
Hayland.....	Man.	62 64	*Highway.....	Alberta...	12 00
Hay River.....	N.W.T.	148 73	Highworth.....	Sask.	22 00
Hay's River.....	N.S.	60 67	Hilbre.....	Man.	376 24
Hazel Bank (closed 31-12-25)	Sask.	Nil	Hildegard.....	N.B.	15 00
Hazel Bluff.....	Alberta...	45 00	Hilden.....	N.S.	188 30
Hazeldale.....	N.S.	36 55	Hillaton.....	N.S.	75 00
Hazel Land.....	P.Q.	76 00	Hillandale.....	Sask.	82 25
Hazelridge.....	Man.	419 45	Hill Crest.....	P.Q.	20 00
Hazelwood.....	Sask.	58 00	Hill End.....	Alberta...	40 00
Hazen Settlement.....	N.B.	46 00	Hillesden.....	Sask.	27 20
Hazlet.....	Sask.	138 06	Hill Grove.....	N.S.	94 00
Head Lake.....	Ont.	169 00	Hillsborough.....	N.S.	103 40
Headlands.....	Sask.	29 00	Hillsburn.....	N.S.	148 30
Head of Amherst.....	N.S.	200 75	Hillsdale.....	N.S.	25 50
Head of Chezzetcook.....	N.S.	268 70	Hillsdale.....	N.B.	233 10
Head of Jeddore.....	N.S.	398 12	Hillsdown.....	Alberta...	300 70
Head of Lochaber.....	N.S.	53 50	Hillside.....	Ont.	314 24
Head of Loch Lomond.....	N.S.	45 00	Hillside Beach.....	Man.	130 20
Head of Millstream.....	N.B.	157 75	Hillside, Boularderie.....	N.S.	54 50
Heart Lake.....	Alberta...	88 00	Hillside, Cape Breton.....	N.S.	30 00
Heart Valley.....	Alberta...	46 00	Hillside.....	Sask.	96 00
Heaslip Station.....	Man.	79 35	Hillsley.....	Sask.	50 00
Heath Creek.....	Alberta...	11 00	Hills Lake.....	Ont.	11 00
Heathdale.....	Alberta...	55 25	Hillsvale.....	N.S.	80 75
Heatherdown.....	Alberta...	212 02	Hilltop (closed 30-12-25)	Man.	55 18
Heath Point.....	P.Q.	10 00	Hillview.....	Man.	6 00
Hebbs Cross.....	N.S.	207 35	Hilly Grove.....	Ont.	28 00
Hebbville.....	N.S.	59 25	Hindon Hill.....	Ont.	37 15
Hebert.....	N.B.	28 00	Hindville.....	Alberta...	65 05
Hebron.....	N.B.	32 00	Hinton Trail.....	Alberta...	38 00
Hecla.....	Man.	202 05	Hiram.....	Alberta...	35 37
Hectanooga.....	N.S.	280 01	Hixon.....	B.C.	43 37
Hector.....	Alberta...	59 50	Hnausa.....	Man.	298 78
Heidelberg.....	Ont.	236 00	Hoadley.....	Alberta...	279 12
Heinsburg.....	Alberta...	27 00	Hoards' Station.....	Ont.	284 79
Hekkla.....	Ont.	63 18	Hochstadt.....	Man.	58 25
Heldar.....	Alberta...	78 99	Hocquart.....	P.Q.	122 50
Helmsdale.....	Alberta...	59 15	Hodgins.....	P.Q.	56 50
Hemison.....	P.Q.	131 42	Hogan.....	Ont.	211 55
Henderson Settlement.....	N.B.	80 60	Holborn.....	Alberta...	65 25
Henderson Vale.....	P.Q.	15 00	Holderville.....	N.B.	83 00
Henfryn.....	Ont.	117 80	Holland's Mills.....	P.Q.	38 00
Hennepin.....	P.Q.	76 01	Holmesville.....	N.B.	118 25
Hennigar.....	N.S.	153 98	Holmesville.....	Ont.	212 25
Henriell.....	Sask.	23 25	Holt.....	Ont.	151 55
Henry River.....	P.Q.	428 24	Holtville.....	N.B.	88 35
Henrysburg.....	P.Q.	346 00	Homebrook.....	Man.	36 17
Heon.....	P.Q.	20 00	Homeglen.....	Alberta...	229 58
Heppel.....	P.Q.	115 95	Homer Siding.....	Ont.	29 00
Hercules.....	Alberta...	94 50	Homeville.....	N.S.	14 00
Hermitage Club.....	P.Q.	82 00	Honeydale.....	N.B.	238 18
Heron Island.....	N.B.	17 00	Honey Harbour (summer office).....	Ont.	565 00
Herring Cove.....	N.S.	137 47	Honeymoon.....	Sask.	38 00
Hérouville.....	P.Q.	381 00	Honora.....	Ont.	116 45
Herronton.....	Alberta...	24 00	Hope Bay.....	Ont.	96 50
Herschel Island (opened 17-4- 25).....	Y.T.	25 00	Hopefield.....	Ont.	80 00
Hétrière.....	P.Q.	19 00	Hopetown.....	P.Q.	180 40
Hewitt Landing.....	Sask.	36 50	Hopetown.....	Ont.	102 70
Hexham.....	N.B.	98 00	Hope Valley.....	Alberta...	36 00
Hibernia.....	N.B.	130 50	Hopington.....	B.C.	122 45
High Bank.....	P.E.I.	25 50	Hopkins Landing.....	B.C.	174 75
Highfield.....	N.B.	73 50	Hopper.....	N.B.	9 00
Highgate Siding.....	Sask.	101 50	Horburg.....	Alberta...	397 88
High Hill.....	Sask.	29 75	Hornby Island.....	B.C.	178 30
Highland.....	N.S.	14 00	Hordean.....	Man.	293 52
Highland Hill.....	N.S.	35 00	Horn's Road.....	N.S.	28 00

\* Credit for new office not yet opened.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Horod (opened 16-12-25).....	Man.....	40 00	Indian Path.....	N.S.....	34 75
Horse Butte.....	Sask.....	170 72	Indian Point.....	N.S.....	237 30
Horse Creek.....	Sask.....	49 00	Indian Road.....	N.S.....	47 70
Horsefly.....	B.C.....	261 47	Indian Springs.....	Man.....	125 25
Horse Lake (closed 1-12-25).....	Sask.....	9 44	Indus.....	Alberta.....	130 08
Horseshoe Lake.....	Alberta.....	17 00	Ingalls Head.....	N.B.....	106 56
Hoselaw.....	Alberta.....	38 15	Ingebright.....	Sask.....	291 70
Hotel Bigaouette (summer office).....	P.Q.....	8 94	Ingelford.....	Sask.....	12 05
Houde.....	P.Q.....	22 00	Ingoldsby.....	Ont.....	105 50
Hough Lake.....	Ont.....	61 25	Ingolf.....	Ont.....	460 35
Houhey's Rapids.....	Ont.....	183 15	Ingomar.....	N.S.....	184 00
Hove.....	Man.....	47 18	Ingonish Beach.....	N.S.....	250 74
Howard.....	N.B.....	61 50	Ingonish Centre.....	N.S.....	68 00
Howardville.....	Man.....	28 39	Ingonish Ferry.....	N.S.....	106 70
Howdenville (summer office).....	Ont.....	90 00	Inholmes.....	Ont.....	55 20
Howie.....	Alberta.....	49 25	Inkerman Ferry.....	N.B.....	40 10
Howie Centre.....	N.S.....	13 17	Inland.....	Alberta.....	192 30
Howser.....	B.C.....	167 46	Inlet.....	P.Q.....	96 00
Hoyle.....	Ont.....	261 00	Inlet Baddeck.....	N.S.....	23 20
Hubalta.....	Alberta.....	82 00	Innes.....	Sask.....	214 17
Hubbard Point.....	N.S.....	42 50	Innisville.....	Ont.....	111 55
Hudson Hope.....	B.C.....	170 55	Intervale.....	N.B.....	8 00
Hugel.....	Ont.....	53 46	Intola.....	Ont.....	96 00
Huggett.....	Alberta.....	39 07	Inverside.....	N.S.....	77 95
Hulatt.....	B.C.....	171 00	Iola.....	Alberta.....	190 48
Humberside.....	Ont.....	173 40	Iona.....	Ont.....	234 02
Hume.....	Sask.....	168 25	Iona.....	P.E.I.....	216 00
Hume Rear.....	N.S.....	7 30	Iona Rear.....	N.S.....	90 00
Humphrey.....	Ont.....	97 75	Ireland.....	N.S.....	21 00
Hunker.....	Yukon.....	15 00	Ireland.....	Ont.....	39 50
Hunta.....	Ont.....	193 40	Irish Cove.....	N.S.....	114 60
Hunter's Home.....	N.B.....	24 26	Irishtown.....	N.B.....	50 00
Hunter's Lodge.....	N.S.....	25 30	Irish Vale.....	N.S.....	39 08
Hunter's Mountain.....	N.S.....	71 45	Iron Bound Cove.....	N.B.....	24 00
Hunter's Point.....	P.Q.....	206 50	Iron Hill.....	P.Q.....	195 00
Hunterstown.....	P.Q.....	226 41	Iron Mines.....	N.S.....	63 00
Huntingdon.....	N.S.....	15 00	Iron Ore.....	N.S.....	11 00
Hunt's Point.....	N.S.....	250 30	Iron River (opened 1-8-25).....	Alberta.....	41 50
Hupel.....	B.C.....	59 10	Ironville.....	N.S.....	46 05
Hurdman Lodge.....	Sask.....	57 30	Iroquois.....	N.B.....	170 55
Hurdville.....	Ont.....	71 87	Irwinville.....	Alberta.....	30 00
Hurkett.....	Ont.....	487 58	Isaac's Harbour North.....	N.S.....	155 81
Huronian.....	Ont.....	55 00	Isherwood.....	Ont.....	17 85
Huronville.....	Sask.....	87 70	Island Falls Junction (opened 27-10-25).....	Ont.....	352 50
Husavick.....	Man.....	53 00	Island Grove (summer office).....	Ont.....	414 10
Hutton House.....	Ont.....	139 25	Island Point.....	N.S.....	29 00
Hyannas.....	N.S.....	22 00	Island River.....	N.B.....	143 00
Hyde.....	Sask.....	71 00	Isle aux Coudres.....	P.Q.....	257 00
Hydraulic.....	B.C.....	25 00	Isle Bizard.....	P.Q.....	158 50
Hydro Glen.....	Ont.....	164 00	Isle Dupas.....	P.Q.....	144 60
Hylo.....	Alberta.....	43 00	Isle Verte Ouest.....	P.Q.....	197 25
Hythe.....	Alberta.....	275 93	Isle Verte Sud.....	P.Q.....	84 25
			Ispas.....	Alberta.....	35 25
Ibstone.....	Sask.....	155 50	Issoudun.....	P.Q.....	291 20
Ideal.....	Man.....	44 49	Italy Cross.....	N.S.....	322 70
Idylwild.....	Sask.....	58 10	Ivera.....	N.S.....	15 00
Iffley.....	Sask.....	107 75	Ivry.....	P.Q.....	53 62
Ile à la Crosse.....	Sask.....	156 00	Ivry Nord.....	P.Q.....	81 00
Ile aux Oies.....	P.Q.....	30 00	Ivy.....	Ont.....	167 36
Ile des Chênes.....	Man.....	162 25	Ivy Lea (summer office).....	Ont.....	305 00
Ile Mainville.....	P.Q.....	28 00			
Ile Michon.....	P.Q.....	10 00	Jack's Lake.....	Ont.....	100 00
Isle Verte, Ouest.....	P.Q.....	197 25	Jackson.....	N.S.....	54 00
Illerbrun.....	Sask.....	25 50	Jaco Hughes.....	P.Q.....	95 39
Ilfracombe.....	Ont.....	55 00	Jailletville.....	N.B.....	29 65
Imhoff.....	N.B.....	81 50	Jalbert.....	N.B.....	59 05
Inchby.....	N.B.....	82 51	James River.....	N.S.....	24 00
Indian Bay.....	Man.....	109 71	James River Bridge.....	Alberta.....	18 47
Indian Brook.....	N.S.....	96 15	James River Station.....	N.S.....	266 44
Indian Harbour.....	N.S.....	361 75	Jamesville.....	N.S.....	16 00
Indian Harbour Lake.....	N.S.....	91 75	Jamesville West.....	N.S.....	164 72
Indian Island.....	N.B.....	23 25	Jamot.....	Ont.....	63 00
Indian Mountain.....	N.B.....	20 00	Janetville Station.....	Ont.....	157 50



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Janvrius Harbour.....	N.S.	65 25	Kane.....	Man.	379 89
Jardine Brook.....	N.B.	10 00	Kannon.....	P.Q.	105 00
Jardineville.....	N.B.	48 25	Kantenville.....	Sask.	57 00
Jarnac (summer office).....	P.Q.	29 00	Kanyengeh.....	Ont.	14 00
Jaroslav.....	Man.	45 54	Karluk.....	Sask.	41 25
Jeannette's Creek.....	Ont.	258 57	Kashabowie.....	Ont.	311 69
Jeanne d'Arc.....	P.Q.	78 30	Kavanagh.....	Alberta	82 70
Jean Noel.....	P.Q.	5 01	Kavanagh Mills.....	N.S.	7 61
Jedburgh.....	Sask.	164 75	Kawartha Park (summer office).....	Ont.	360 00
Jeddore Oyster Ponds.....	N.S.	388 48	Kawene.....	Ont.	105 50
Jedway.....	B.C.	68 00	Kayville.....	Sask.	377 20
Jefferson.....	Ont.	174 75	Kazubazua Station.....	P.Q.	252 00
Jeffrey.....	N.B.	161 25	Kealey Springs.....	Sask.	31 00
Jeffrey.....	Alberta	27 50	Keatley.....	Sask.	25 95
Jellioce.....	Ont.	205 45	Kedgemakooge (summer office).....	N.S.	Nil
Jellyby.....	Ont.	227 00	Kedron.....	N.B.	22 00
Jersey Cove.....	N.S.	53 25	Keephills.....	Alberta	142 40
Jersey Cove.....	P.Q.	185 75	Kegaska.....	P.Q.	Nil
Jersey Mills.....	P.Q.	92 00	Keithley Creek.....	B.C.	136 27
Jesmond.....	B.C.	156 00	Kelly.....	P.Q.	166 00
Jessica.....	B.C.	126 53	Kellyvale.....	Sask.	20 05
Jewellville.....	Ont.	91 35	Kelly's Cross.....	P.E.I.	224 42
Jock Vale.....	Ont.	67 15	Kelsey Bay (opened 16-1-26).....	B.C.	62 25
Joffre.....	P.Q.	42 50	Kelso.....	Ont.	155 64
Joggin Bridge.....	N.S.	237 20	Kempt Road.....	N.S.	64 76
Johnson's Croft.....	N.B.	9 25	Kempt Road Hill.....	P.Q.	35 50
Johnson's Landing.....	B.C.	90 50	Kempt Shore.....	N.S.	214 22
Johnson's Mills.....	N.B.	37 01	Kempt Town.....	N.S.	125 62
Johnston's River.....	P.E.I.	400 00	Kenlis (closed 28-8-25).....	Sask.	10 94
Johnstown.....	N.S.	53 50	Kenloch.....	N.S.	146 05
Johnville.....	N.B.	149 25	Kennebecasis Island.....	N.B.	39 00
Jolicure.....	N.B.	134 00	Kennington Cove.....	N.S.	18 00
Jollimore.....	N.S.	180 95	Kenogami Lake.....	Ont.	199 25
Joly.....	P.Q.	97 25	Keno Hill.....	Yukon	257 30
Jones Falls.....	Ont.	263 00	Kensington Heights.....	Ont.	(a)
Jonquiere Ouest.....	P.Q.	141 65	Kent Boom.....	N.B.	41 00
Jordan Bay.....	N.S.	106 75	Kent Lake.....	N.B.	46 00
Jordan Bay, East Side.....	N.S.	295 30	Kentvale.....	Ont.	174 51
Jordan Ferry.....	N.S.	92 50	Keppoch.....	N.S.	18 30
Jordan Mountain.....	N.B.	23 00	Kermaria.....	Sask.	88 35
Jordan River.....	Sask.	116 99	Kerndale.....	Alberta	16 50
Jordanville.....	N.S.	50 00	Kerry.....	N.B.	17 00
Joseph Farm.....	P.Q.	14 30	Kersey.....	Alberta	53 99
Josephine.....	Sask.	28 85	Kersley.....	B.C.	227 70
Joubert.....	P.Q.	50 00	Kessler.....	Alberta	50 00
Joyal.....	P.Q.	13 27	Ketch Harbour.....	N.S.	110 41
Joynt.....	P.Q.	19 48	Kevisville.....	Alberta	74 00
Jubilee.....	P.Q.	29 40	Kew.....	Alberta	161 50
Juddhaven.....	Ont.	442 65	Kewanna.....	Man.	120 25
Judge.....	Ont.	189 50	Kewstoke.....	N.S.	53 50
Judique.....	N.S.	252 25	Key Junction.....	Ont.	406 55
Judique Intervale.....	N.S.	15 00	Keystone.....	Alberta	82 28
Judique South.....	N.S.	197 25	Key West.....	Sask.	38 00
Julien.....	P.Q.	63 70	Khartum.....	Ont.	50 00
Jumping Pound.....	Alberta	133 65	Kieville.....	Sask.	37 50
Juniper.....	N.B.	779 17	Kilfoil.....	N.B.	38 01
Juniper Island (summer office).....	Ont.	692 00	Kilgard.....	B.C.	224 29
Juniper Mount.....	N.S.	20 00	Kilkenny.....	Man.	16 00
Juniper Station.....	N.B.	220 50	Kilkerran.....	B.C.	77 00
Junor.....	Sask.	228 92	Killaloe.....	Ont.	110 00
Jura.....	B.C.	94 50	Killam's Mills.....	N.B.	86 25
Juvenile Settlement.....	N.B.	47 00	Killarney Lake.....	Alberta	50 35
Kahshe Lake (summer office).....	Ont.	150 00	Killdeer.....	Sask.	21 47
Kakawis.....	B.C.	55 00	Killowen.....	N.B.	25 00
Kaleland (closed 31-5-25).....	Alberta	Nil	Kiltarlity.....	N.S.	10 50
Kalevala.....	Man.	41 50	Kilronan.....	Sask.	38 00
Kamouraska-aux-Cotes.....	P.Q.	96 78	Kilwinning.....	Sask.	44 00
Kanata.....	Alberta	51 00	Kilwinning Siding.....	Sask.	120 00
Kananaskis.....	Alberta	138 00	Kimball.....	Alberta	234 75
Kanawana (summer office).....	P.Q.	150 00	Kimberley.....	P.Q.	45 00

(a) For revenue see under London Sub-Offices.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Kimsquit (summer office) (closed 31-3-26).....	B.C.	Nil	Krakow.....	Alberta...	49 00
Kinbrae.....	Sask.	63 77	Krasne.....	Sask.	18 25
Kincardine.....	N.B.	55 00	Kristnes.....	Sask.	35 00
Kincolith.....	B.C.	212 51	Krupp.....	Sask.	166 55
Kincorth.....	Sask.	257 75	Kulish.....	Man.	61 25
King Grove.....	N.S.	22 00	Kuper Island.....	B.C.	272 20
Kinglake.....	Ont.	111 25	Kyuquot.....	B.C.	135 75
Kingross.....	N.S.	25 00	Kynoch.....	Ont.	95 53
Kingsburg.....	N.S.	148 82	La Baleine.....	P.Q.	50 00
Kingsclear.....	N.B.	439 02	Labarre.....	P.Q.	144 30
Kingscroft.....	P.Q.	127 00	La Barrière.....	P.Q.	45 00
Kingscroft.....	N.B.	41 00	Labissonnière.....	P.Q.	54 00
Kingsford.....	Sask.	131 63	Labonneville.....	P.Q.	82 25
Kingsgate.....	B.C.	414 00	La Boucane.....	P.Q.	22 50
King's Head.....	N.S.	74 35	La Branche.....	P.Q.	37 00
Kingsland.....	Sask.	142 10	Labrecque.....	P.Q.	15 00
Kingsley (closed 13-8-25).....	Man.	11 36	Labrie.....	P.Q.	63 25
Kingsmere.....	P.Q.	45 00	La Butte.....	P.Q.	48 00
Kingston Mills.....	Ont.	56 30	Lac à Beauce.....	P.Q.	82 50
Kingston Station.....	Ont.	(b)	Lac Archambault (summer office).....	P.Q.	280 00
Kingston Sub-Office No. 1 (tem. closed 16-4-25) (re- opened 24-7-25).....	Ont.	(b)	Lacadena.....	Sask.	552 30
Kingston Village.....	N.S.	195 05	Lac à Foin.....	P.Q.	33 00
Kingsville.....	N.S.	100 00	Lac à Laurent.....	P.Q.	21 00
Kingsway (summer office).....	Ont.	439 70	Lac à la Truite (summer office).....	P.Q.	55 25
Kinikini.....	Alberta...	12 00	La Calmette.....	Alberta...	19 50
Kinloss.....	Ont.	222 00	Lac aux Brochets.....	P.Q.	35 00
Kinmundy.....	Alberta...	140 35	Lac Beauport.....	P.Q.	72 16
Kinosota.....	Man.	249 00	Lac Bellemare.....	P.Q.	225 70
Kinsac.....	N.S.	37 95	Lac Bellevue.....	Alberta...	6 40
Kinsman's Corners.....	N.S.	909 65	Lac Bitobig.....	P.Q.	80 54
Kintail.....	Ont.	200 15	Lac Bouchette Station.....	P.Q.	597 05
Kintore.....	N.B.	117 50	Lac Canard.....	Alberta...	Nil
Kippenville.....	Alberta...	50 52	Lac Cardinal.....	Alberta...	28 25
Kirkhill.....	N.S.	25 05	Lac Castor.....	P.Q.	31 50
Kirkhill.....	Ont.	Nil	Lac Charlebois (summer office).....	P.Q.	45 00
Kirkman Creek.....	N.W.T.	33 00	Lac Chat.....	P.Q.	80 40
Kirkmount.....	N.S.	8 00	Lac Cornu (summer office).....	P.Q.	56 00
Kirkness.....	Man.	46 57	Lac David.....	P.Q.	45 00
Kirk's Ferry.....	P.Q.	852 00	Lac des Commissaires (closed 3-11-25).....	P.Q.	3 16
Kirkwood.....	N.B.	19 00	Lac Désert.....	P.Q.	92 55
Kirouac.....	P.Q.	196 05	Lac des Pins (summer office).....	P.Q.	27 00
Kiskisink.....	P.Q.	304 74	Lac Duhamel (summer office).....	P.Q.	25 00
Kispiox.....	B.C.	13 00	Lac Echo.....	P.Q.	204 00
Kitigan.....	Ont.	98 40	Lac Français.....	P.Q.	89 10
Kitigan Station.....	Ont.	79 00	Lac Gagnon (summer office).....	P.Q.	32 50
Kitimat Mission.....	B.C.	145 18	Lac Grosseau.....	P.Q.	87 13
Kivikoski.....	Ont.	30 95	Lac Guindon (summer office).....	P.Q.	155 00
Klamath.....	Sask.	33 40	Lachenaie.....	P.Q.	260 00
Kleczkowski.....	Sask.	102 82	Lachine Rapids.....	P.Q.	58 00
Kleefeld.....	Man.	94 05	Lac Labelle.....	P.Q.	160 00
Kleskun Hill.....	Alberta...	6 00	Lac la Biche Mission.....	Alberta...	73 45
Klintonel.....	Sask.	60 00	Lac la Motte.....	P.Q.	9 00
Klueys Bay (summer office).....	Ont.	189 50	Lac la Nonne.....	Alberta...	86 37
Knappen.....	Alberta...	69 89	Lac la Pêche.....	P.Q.	250 00
Knightsington.....	Ont.	72 00	Lac la Ronge.....	Sask.	164 50
Knight Inlet (summer office).....	B.C.	120 20	Lac Makamik.....	P.Q.	28 00
Knob Hill.....	Alberta...	195 00	Lac Manitou Sud (summer office).....	P.Q.	58 05
Knouff Lake (summer office).....	B.C.	25 25	Lac Marois.....	P.Q.	305 02
Knowles.....	N.S.	87 00	Lac Nantel.....	P.Q.	227 25
Knowlton Landing.....	P.Q.	105 02	La Conception Station.....	P.Q.	91 98
Knoxbridge.....	P.Q.	81 00	Laconia.....	N.S.	57 50
Knoydart.....	N.S.	44 95	Lacordaire.....	Sask.	77 25
Knutsford.....	B.C.	126 40	La Corey.....	Alberta...	49 00
Koostatak.....	Man.	168 33	Lacoste.....	P.Q.	159 75
Kootenay Bay.....	B.C.	189 93	Lac Pacquin (summer office).....	P.Q.	34 00
Kopernick.....	Alberta...	25 00			
Korah.....	Ont.	62 00			
Kouchibouguac Beach.....	N.B.	73 01			
Kowkash.....	Ont.	141 70			

(b) For revenue see under Kingston Sub-Offices.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Lac Pinault.....	P.Q.	134 50	Lake Stream.....	N.B.	9 00
Lac Renaud (summer office).....	P.Q.	20 00	Lake Thelma.....	Alberta...	31 00
La Croche.....	P.Q.	152 35	Lake Thomas.....	N.S.	31 00
Lac St. Pacôme.....	P.Q.	269 53	Laketon.....	N.B.	24 00
Lac St. Paul.....	P.Q.	75 25	Lake Uist.....	N.S.	51 00
Lac Sergeant.....	P.Q.	72 90	Lakevale.....	N.S.	124 75
Lac Simon (summer office).....	P.Q.	Nil	Lakeview.....	N.S.	20 00
Lac Supérieur.....	P.Q.	205 75	Lakeview.....	P.Q.	64 80
Lactor.....	P.Q.	26 25	Lake View House (summer office).....	P.Q.	104 50
Lac Thibeault.....	P.Q.	55 50	Lakeville.....	N.S.	247 60
Lac Tremblant (summer office).....	P.Q.	131 00	Lake William.....	P.Q.	57 00
Lac Unique.....	N.B.	65 00	Lalancette.....	P.Q.	7 00
La Cyr.....	P.Q.	10 00	Lalament (opened 24-8-25).....	P.Q.	49 50
Lacy Road.....	N.S.	13 00	Lambert Corners.....	P.Q.	27 41
La Décharge.....	P.Q.	358 22	La Merisière.....	P.Q.	66 70
La Descente des Femmes.....	P.Q.	65 50	La Miche.....	P.Q.	28 03
Ladrière.....	P.Q.	100 00	Lammermoor.....	Ont.	53 00
La Durantaye.....	P.Q.	440 00	La Montagne.....	P.Q.	32 50
Ladywood.....	Man.	75 00	La Montee.....	P.Q.	112 00
Lafayette.....	P.Q.	102 50	Lamorandière.....	P.Q.	20 00
La Ferme.....	P.Q.	188 50	La Motte.....	P.Q.	297 75
Lafrance.....	P.Q.	28 00	L'Amoureux.....	Alberta...	73 25
Lagacé.....	P.Q.	88 00	Lamy.....	P.Q.	148 61
Lagacéville.....	N.B.	119 87	Lanark.....	N.S.	61 30
Lagadelle.....	P.Q.	35 00	La Nation.....	P.Q.	73 00
Laganière.....	P.Q.	81 00	Lancelot.....	Ont.	42 00
Laggan.....	N.S.	54 95	Landmark.....	Man.	21 75
La Glace.....	Alberta...	91 75	Landry.....	N.B.	59 20
La Gorgendière.....	P.Q.	296 25	Landscape (closed 18-4-25).....	Sask.	Nil
La Grande Pointe.....	P.Q.	62 00	Lands End.....	N.B.	49 00
La Have Island.....	N.S.	211 25	Lang Bay.....	B.C.	317 55
Laidlaw.....	B.C.	264 04	Langmeade.....	Sask.	55 00
Laird.....	Ont.	37 00	Languedoc.....	P.Q.	132 59
Lake.....	Ont.	39 00	Langvale.....	Man.	37 20
Lake Ainslie (E. Side).....	N.S.	59 49	Lanoraie Station.....	P.Q.	45 00
Lake Ainslie (S. Side).....	N.S.	30 30	La Normandie.....	P.Q.	20 00
Lake Ainslie (W. Side).....	N.S.	34 00	Lansdowne.....	N.S.	42 00
Lake Ainslie Chapel.....	N.S.	9 00	Lansdowne Station.....	N.S.	286 00
Lake Annis.....	N.S.	140 75	L'Anse à Brillant.....	P.Q.	190 10
Lake Aylmer.....	P.Q.	122 25	L'Anse à Fougère.....	P.Q.	69 10
Lakeburn.....	N.B.	27 00	L'Anse à Giles.....	P.Q.	125 00
Lake Cayamont.....	P.Q.	205 85	L'Anse à Giles Station.....	P.Q.	102 05
Lake Couchiching (summer office).....	Ont.	371 00	L'Anse à la Cabane.....	P.Q.	94 85
Lakedale.....	N.S.	33 00	L'Anse à la Croix.....	P.Q.	98 15
Lake Doucette.....	N.S.	80 00	L'Anse aux Cousins.....	P.Q.	477 00
Lake Eliza.....	Alberta...	34 00	L'Anse à Valteau.....	P.Q.	103 00
Lake Edward.....	N.B.	50 00	Lantier.....	P.Q.	107 00
Lake Egmont.....	N.S.	92 07	Lanuke.....	Alberta...	156 15
Lakefield.....	P.Q.	296 89	La Passe.....	Ont.	351 00
Lake Francis Station.....	Man.	302 34	Lapeyère.....	P.Q.	52 30
Lake Geneva.....	Alberta...	35 75	La Petite Rivière St. François.....	P.Q.	452 00
Lake George, Kings.....	N.S.	63 50	La Plaine.....	P.Q.	135 44
Lakehurst.....	Ont.	230 00	La Plante.....	N.B.	35 51
Lake Isle.....	Alberta...	66 30	Lapland.....	N.S.	99 00
Lake L'Achigan (summer office).....	P.Q.	198 00	La Pointe.....	N.S.	28 20
Lakeland.....	Man.	185 70	L'Archevêque.....	N.S.	12 95
Lake La Rose.....	N.S.	17 00	Lardo.....	B.C.	240 19
Lake McGregor.....	Alberta...	67 15	L'Ardoise Highlands.....	N.S.	33 30
Lake Majeau.....	Alberta...	140 29	L'Ardoise West.....	N.S.	222 20
Lake Midway.....	N.S.	35 00	La Renaudière.....	P.Q.	88 36
Lake Munro.....	N.S.	32 00	La Rochelle.....	Man.	172 50
Lake Opinicon.....	Ont.	85 00	Larouche.....	P.Q.	243 01
Lakepark.....	Sask.	79 60	Lascelles.....	P.Q.	163 63
Lake Paul.....	N.S.	48 00	Laskay.....	Ont.	70 09
Lake Ramsay.....	N.S.	36 00	La Société.....	P.Q.	61 52
Lakesend.....	Alberta...	108 00	Lasswade.....	Ont.	94 32
*Lake Shaw.....	B.C.	25 00	Last Lake.....	Alberta...	53 50
Lake St. Charles.....	P.Q.	53 70	Last Mountain.....	Sask.	32 50
Lakeside.....	P.Q.	(a)	La Tabatière.....	P.Q.	36 75
			Latchford Bridge.....	Ont.	55 00
			Lathom.....	Alberta...	233 62

(a) For revenue see under Montreal Sub-Offices.

\*Credit for new office not yet opened.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Lattie's Brook.....	N.S.	202 80	Le Petit Bois Franc.....	P.Q.	66 79
Latourelle.....	P.Q.	29 75	Le Pré.....	P.Q.	48 25
Launay.....	P.Q.	108 66	Le Rocher.....	P.Q.	27 50
Launching Place.....	P.E.I.	86 50	Lerwick.....	N.B.	67 00
Laureat.....	P.Q.	47 00	Les Boules.....	P.Q.	230 90
Laurel.....	P.Q.	75 00	Les Caps.....	P.Q.	35 20
Laurin.....	Ont.	140 25	Les Chenaux.....	P.Q.	50 03
Laval.....	P.Q.	113 50	Lesdale (closed 1-1-26).....	Man.	1 58
Laval Sur le Lac.....	P.Q.	130 00	Les Dalles.....	P.Q.	12 00
Lavaltrie Station.....	P.Q.	60 00	Les Fonds.....	P.Q.	186 48
Lavant.....	Ont.	30 00	Les Hauteurs.....	P.Q.	90 00
Laventure (opened 1-11-25).....	Sask.	52 00	Leskard.....	Ont.	94 00
La Vernière.....	P.Q.	75 00	Les Lacs (summer office).....	P.Q.	61 00
Lavery.....	P.Q.	47 05	Leslie.....	P.Q.	194 00
Lavesta.....	Alberta.....	76 37	Lessard.....	Alberta.....	81 10
Lavington.....	B.C.	243 50	Les Saules.....	P.Q.	82 00
Lavinia.....	Man.	292 42	Les Trois Ruisseaux.....	P.Q.	85 00
Lavoie.....	P.Q.	17 00	Les Vieilles Forges.....	P.Q.	36 00
Lawn Hill.....	B.C.	43 75	Letang.....	N.B.	47 05
Lawrence Station.....	N.B.	408 95	L'Etête.....	N.B.	257 25
Lawrie.....	Sask.	16 00	Letterkenny.....	Ont.	18 00
Lawsonburg.....	Alberta.....	77 80	Lettonia.....	Man.	71 20
Lawton.....	Alberta.....	16 95	Levesque.....	N.B.	26 00
Leafland.....	Alberta.....	8 10	Levy Settlement.....	N.S.	24 00
Leakville.....	Sask.	17 00	Lewis.....	Man.	147 01
Lealholme (closed 31-3-25).....	Alberta.....	Nil	Lewis Bay West.....	N.S.	19 00
Leaman.....	Alberta.....	192 20	Lewis Cove Road.....	N.S.	24 50
Leamington.....	N.S.	75 00	Lewisham.....	Ont.	36 00
Lear.....	B.C.	161 00	Lewis Mountain.....	N.B.	55 00
Leary.....	Man.	51 00	Lewis Mountain.....	N.S.	14 00
Leaside.....	Ont.	3,938 68	Lewiston.....	N.S.	44 00
Leasowe.....	Alberta.....	17 60	Lewisville.....	N.B.	1,117 25
Leaskdale.....	Ont.	159 00	Lewiswyn.....	Sask.	8 00
Leavitt.....	Alberta.....	70 10	Lexington.....	N.S.	30 00
Leblanc.....	N.B.	54 75	Libau.....	Man.	490 18
Le Bouthillier.....	N.B.	215 20	Libreville.....	Man.	36 00
Le Cordon.....	P.Q.	83 01	Lidgett.....	Sask.	161 10
L'Echourie.....	P.Q.	185 70	Lidstone.....	Man.	83 55
Le Clair.....	Sask.	82 40	Lightwoods.....	Sask.	23 00
Ledwyn.....	Man.	36 05	Ligny St. Flochel.....	P.Q.	142 00
Leech.....	N.B.	98 00	Likely.....	B.C.	430 63
Leeshore.....	Alberta.....	17 00	Lilac.....	Sask.	303 59
Lee Valley.....	Ont.	89 02	Liliendale.....	Alberta.....	26 00
Leeville.....	Ont.	138 70	Lillestrom.....	Sask.	53 00
Lefaiive's Corners.....	Ont.	33 00	Lillesve.....	Man.	70 05
Lefebvre.....	P.Q.	150 50	Lillyfield.....	Man.	45 00
Leger Brook.....	N.B.	44 20	Lily.....	N.S.	78 75
Légère.....	N.B.	99 25	Lily Bay.....	Man.	39 00
Légère Corner.....	N.B.	35 00	Lilydale.....	Sask.	55 00
Légerville.....	N.B.	32 65	Lily Plain.....	Sask.	45 00
Leggatt's Point.....	P.Q.	425 94	Lily Vale (closed 30-6-25).....	N.S.	47
Legrand (closed 11-6-25).....	B.C.	15 00	Lime Hill.....	N.S.	32 01
Leifur (closed 29-5-25).....	Man.	Nil	Limestone Lake.....	Alberta.....	33 00
Leighmore.....	Alberta.....	51 00	L'Immaculée Conception.....	P.Q.	135 00
Leighside.....	N.B.	65 75	Linaria.....	Alberta.....	77 00
Leighton.....	Alberta.....	138 63	Lindale.....	Alberta.....	113 05
Leinan.....	Sask.	185 66	Lindsay.....	N.B.	200 50
Leitche's Creek.....	N.S.	118 00	Lineham.....	Alberta.....	82 24
Leitche's Creek Station.....	N.S.	185 25	Linfield.....	Alberta.....	27 05
Leitchville.....	Sask.	28 50	Lingan.....	N.S.	220 50
Leith.....	Ont.	150 20	Linton Junction.....	P.Q.	267 86
Lejac.....	B.C.	205 70	Linton's.....	N.B.	126 70
Leland.....	Ont.	17 00	Linville (closed 1-11-25).....	N.B.	20 00
Lemay.....	P.Q.	20 92	Linwood.....	N.S.	215 70
Leminster.....	N.S.	80 25	Lisburn.....	Alberta.....	242 40
Lemonville.....	Ont.	135 25	Liscombe Mills.....	N.S.	83 50
Lennard.....	Man.	126 95	Lisgar Station.....	P.Q.	288 20
Lennox.....	N.S.	31 00	Lismore.....	N.S.	77 95
Lennox Ferry.....	N.S.	174 00	Lisson.....	N.B.	6 00
Lennox Island.....	P.E.I.	24 00	Listerville.....	N.B.	24 00
Leo.....	Alberta.....	265 17	Litchfield.....	N.S.	120 50
Leonard (re-opened 16-12-25).....	Sask.	76 00	Little Aldouane.....	N.B.	128 00
Leonard de Matapedia.....	P.Q.	47 00	Little Bartibog.....	N.B.	39 00
Leopold.....	P.Q.	35 25	Little Bass River.....	N.S.	277 90



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Little Beach.....	N.B.....	28 50	Londonderry.....	N.B.....	18 10
Little Branch.....	N.B.....	150 00	Londonderry Station.....	N.S.....	468 32
Little Bras d'Or (South Side).....	N.S.....	20 25	Lonely Lake.....	Man.....	139 52
Little Brook Station.....	N.S.....	152 00	Lone Rock.....	Sask.....	52 05
Little Buffalo (Late Carrollton).....	Sask.....	59 33	Lonesome Butte.....	Sask.....	56 10
Little Bullhead.....	Man.....	60 85	Lone Spruce.....	Sask.....	6 50
Little Cape.....	N.B.....	207 10	Long Creek.....	N.B.....	51 70
Little Dover.....	N.S.....	74 25	Long Hill.....	N.S.....	18 00
Little Gaspé.....	P.Q.....	78 50	Long Island Main.....	N.S.....	2 00
Little Harbours.....	N.S.....	66 80	Long Lake.....	Ont.....	172 70
Little Judique.....	N.S.....	66 53	Long Point.....	N.S.....	242 00
Little Judique Ponds.....	N.S.....	95 00	Long Point.....	N.B.....	30 00
Little Liscombe.....	N.S.....	18 00	Long Point of Mingan.....	P.Q.....	160 07
Little Lorraine.....	N.S.....	58 00	Long Reach.....	N.B.....	155 00
Little Mabou.....	N.S.....	10 00	Longs.....	N.S.....	16 50
Little Narrows.....	N.S.....	250 19	Longs' Cove.....	N.B.....	26 25
Little Pabos.....	P.Q.....	449 00	Longview.....	Alberta.....	215 00
Little Pabos River.....	P.Q.....	74 00	Longworth.....	B.C.....	518 15
Little Plume.....	Alberta.....	44 70	Lonira.....	Alberta.....	75 00
Little Port L'Hébert.....	N.S.....	44 75	Looma.....	Alberta.....	90 82
Little Prairie.....	Alberta.....	64 20	Loon.....	Ont.....	80 00
Little Rapids.....	Ont.....	142 72	Loon Forks.....	Sask.....	25 50
Little Ridge.....	N.B.....	31 00	Loon Lake.....	Sask.....	105 00
Little River Chéticamp.....	N.S.....	28 00	Loos.....	B.C.....	109 05
Little River West.....	P.Q.....	235 22	Loranger.....	P.Q.....	135 65
Little River.....	N.B.....	356 50	Loree.....	Ont.....	51 00
Little River Harbour.....	N.S.....	56 95	Lorenzo.....	Sask.....	44 00
Little Rocher.....	N.B.....	38 65	Lorimer Lake.....	Ont.....	14 00
Little Shippigan.....	N.B.....	80 00	Lorne.....	N.B.....	87 25
Little Tancook.....	N.S.....	110 30	Lorne.....	P.Q.....	162 82
Little Tracadie.....	N.B.....	50 00	Lorne.....	Ont.....	45 00
Little Woody.....	Sask.....	115 25	Lorne Creek.....	B.C.....	61 50
Little York.....	P.E.I.....	409 20	Lorne House (summer office).....	P.Q.....	286 00
Livingstone Cove.....	N.S.....	51 50	Lorne Park.....	Ont.....	290 50
Lizard Lake.....	Sask.....	11 00	Lorne Mine.....	B.C.....	124 48
Lloyds.....	N.S.....	34 15	Lornevale.....	N.S.....	38 50
Lloyds' Hill.....	Alberta.....	48 50	Lorneville.....	N.S.....	149 00
Lobley.....	Alberta.....	201 74	Lorneville.....	N.B.....	128 00
Lobo.....	Ont.....	183 73	Lost River.....	P.Q.....	142 21
Lobster Beach.....	N.B.....	14 00	Lost River.....	Sask.....	162 45
Lochaber Bay.....	P.Q.....	211 02	Louisa.....	P.Q.....	77 00
Lochaber Mines.....	N.S.....	67 50	Louise Docks (summer office).....	P.Q.....	Nil
Loch Ban.....	N.S.....	10 00	Louis Creek.....	B.C.....	168 50
Lochdale.....	B.C.....	238 60	Louis Head.....	N.S.....	156 96
Lochend.....	Alberta.....	30 50	Lourdes.....	N.S.....	212 95
Loch Katrine.....	N.S.....	83 96	Lourdes du Blanc Sablon.....	P.Q.....	56 60
Loch Lomond.....	N.S.....	23 00	Louvain (closed 31-1-26).....	Sask.....	15 05
Loch Lomond West.....	N.S.....	29 70	Low Bush.....	Ont.....	202 06
Loch Monar.....	Man.....	28 66	Lowell.....	N.B.....	15 00
Lochside.....	N.S.....	51 25	Lowe Inlet (summer office).....	B.C.....	92 21
Lochvale (Late Slave Lake Station).....	Alberta.....	73 25	Lower Abouggoggin.....	N.B.....	42 00
Lockeport.....	B.C.....	515 19	Lower Branch.....	N.S.....	64 00
Lockhart (closed 31-12-25).....	Alberta.....	50 97	Lower Burlington.....	N.S.....	140 00
Lockhartville.....	N.S.....	387 10	Lower Burnside.....	N.S.....	34 00
Lockport.....	Man.....	349 28	Lower Caledonia.....	N.S.....	139 60
Locksteed.....	N.B.....	22 00	Lower Cape.....	N.B.....	37 20
Loere.....	Man.....	73 67	Lower Cape Bald.....	N.B.....	9 00
Lodore.....	Ont.....	22 00	Lower Capilano (opened 16-1-26).....	B.C.....	45 00
Loganville.....	N.S.....	91 15	Lower Clarke Harbour.....	N.S.....	146 00
Logberg.....	Sask.....	37 60	Lower Concession.....	N.S.....	131 65
Logoch.....	Man.....	20 25	Lower Coteau Road (opened 1-11-25).....	N.B.....	19 00
Log Valley.....	Sask.....	56 00	Lower Cove.....	N.S.....	69 29
Lombardy.....	Ont.....	519 00	Lower Derby.....	N.B.....	82 50
London Sub-office No. 5.....	Ont.....	(a)	Lower East Chezzetcook.....	N.S.....	75 50
London Sub-office No. 6.....	Ont.....	(a)	Lower Economy.....	N.S.....	160 00
London Sub-office No. 7.....	Ont.....	(a)	Lower Eel Brook.....	N.S.....	52 00
London Sub-office No. 9.....	Ont.....	(a)	Lower Escuminac.....	N.B.....	47 73
London Tambling's Corners.....	Ont.....	(a)	Lower Five Islands.....	N.S.....	236 00
London (Sub-office University).....	Ont.....	(a)	Lower Gagetown.....	N.B.....	56 50
			Lower Greenville.....	N.S.....	26 00

(n) For revenue see under London Sub-Offices.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Lower Gueguen.....	N.B.....	63 00	McCrackens Landing (summer office).....	Ont.....	175 00
Lower Hillsdale.....	N.S.....	47 00	McCrane.....	Ont.....	73 00
Lower Ireland.....	P.Q.....	240 02	McDonald Glen.....	N.S.....	15 50
Lower Jordan Bay.....	N.S.....	94 00	McDonald Hiding.....	Sask.....	70 00
Lower Kingston.....	N.B.....	82 80	McDonald Siding.....	Ont.....	20 00
Lower La Have.....	N.S.....	264 79	McDonaldville.....	Alberta.....	94 00
Lower Meagher's Grant.....	N.S.....	101 50	McDougall.....	Ont.....	180 00
Lower Melbourne.....	N.S.....	35 30	McEachern.....	Sask.....	15 05
Lower Middle River.....	N.S.....	22 70	McEachern Mills.....	N.S.....	13 50
Lower Millstream.....	N.B.....	349 50	McElhanney.....	Sask.....	78 00
Lower Montague.....	P.E.I.....	234 18	McFarlane Lake.....	Ont.....	32 00
Lower Mount Thom.....	N.S.....	39 00	McGivney Junction.....	N.B.....	282 00
Lower Napan.....	N.B.....	150 00	McGrath Cove.....	N.S.....	49 36
Lower Neganac.....	N.B.....	380 70	McGrath Mountain.....	N.S.....	11 00
Lower Newcastle.....	N.B.....	128 75	McGregor Bay.....	Ont.....	230 52
Lower New Cornwall.....	N.S.....	43 25	McInnis Creek.....	Ont.....	16 00
Lower Northfield.....	N.S.....	56 00	McIntosh.....	Ont.....	229 64
Lower North Grant.....	N.S.....	67 00	McIntosh Springs.....	Ont.....	59 00
Lower Prospect.....	N.S.....	14 00	McIntyre.....	Ont.....	75 00
Lower River Inhabitants.....	N.S.....	114 50	McIntyre's Lake.....	N.S.....	140 44
Lower Rose Bay.....	N.S.....	181 90	McIntyre's Mountain.....	N.S.....	17 50
Lower St. Esprit.....	N.S.....	38 00	McKee's Mills.....	N.B.....	141 80
Lower St. Charles.....	N.B.....	58 00	McKendrick.....	N.B.....	70 20
Lower Sackville.....	N.S.....	66 00	McKenzie East Bay.....	N.S.....	18 00
Lower Sandy Point.....	N.S.....	219 95	McKinleyville.....	N.B.....	105 19
Lower Sapin.....	N.B.....	36 00	McKinnon's Brook.....	N.S.....	10 00
Lower Saulnierville.....	N.S.....	252 35	McKinnon's Harbour.....	N.S.....	115 00
Lower Selmah.....	N.S.....	124 70	McKinnon's Hill.....	N.B.....	171 32
Lower Shag Harbour.....	N.S.....	63 20	McKinnon's Settlement.....	N.S.....	72 00
Lower Ship Harbour.....	N.S.....	253 80	McLaren.....	Sask.....	50 00
Lower Ship Harbour East.....	N.S.....	261 00	McLaughlin.....	Alberta.....	46 50
Lower South River.....	N.S.....	57 75	McLaughlin Road.....	N.B.....	54 00
Lower Springfield.....	N.S.....	16 00	McLean.....	Ont.....	44 25
Lower Washabuck.....	N.S.....	41 00	McLean.....	N.B.....	48 00
Lower Wedgeport.....	N.S.....	331 44	McLean Cove (opened 1-7-25).....	N.S.....	23 50
Lower Wentworth.....	N.S.....	52 00	McLeanville.....	N.S.....	25 20
Lower West Jeddore.....	N.S.....	191 94	McLellan's Mountain.....	N.S.....	12 95
Lower West Pubnico.....	N.S.....	235 75	McLeod Point.....	N.S.....	19 11
Lower Whitehaven.....	N.S.....	111 20	McLeod Siding.....	N.B.....	39 60
Low Point.....	N.S.....	129 75	McLure.....	B.C.....	83 50
Lozelle.....	B.C.....	68 07	McMillan.....	N.B.....	20 00
Lozier Settlement.....	N.B.....	191 25	McMorran.....	Sask.....	25 00
Lucasville.....	N.S.....	20 10	McMunn.....	Man.....	100 40
Lucerne.....	P.Q.....	75 60	McMurdo.....	B.C.....	109 60
Lugar.....	N.B.....	19 50	McMurphy.....	B.C.....	67 00
Luella.....	Sask.....	196 14	McMurrich.....	Ont.....	34 00
Lumsden Beach (summer office).....	Sask.....	94 26	McNab's Cove.....	N.S.....	190 63
Lundemo.....	Alberta.....	48 82	McNaim.....	N.B.....	39 03
Lundy.....	N.S.....	32 00	McNamee.....	N.B.....	273 84
Lunnford.....	Alberta.....	184 13	McNaughton.....	N.S.....	18 00
Lussier.....	P.Q.....	299 25	McNeill's Mills.....	P.E.I.....	240 00
Lutes Mountain.....	N.B.....	57 50	McNeil's Vale.....	N.S.....	16 00
Luzan.....	Alberta.....	30 00	McNeily's.....	N.S.....	52 50
*Lyalta.....	Alberta.....	10 00	McNutt's Island.....	N.S.....	12 00
Lydiatt.....	Man.....	400 48	McPhee's Corner.....	N.S.....	42 00
Lynche River.....	N.S.....	11 50	McPherson.....	N.S.....	47 00
Lyndon.....	Alberta.....	60 45	McPherson's Ferry.....	N.S.....	90 15
Lynnville (closed 1-7-25).....	Ont.....	2 20	McPherson's Mills.....	N.S.....	94 00
Lyttleton.....	N.B.....	77 70	McQuade.....	N.B.....	10 00
Lytton.....	P.Q.....	94 05	McRae.....	Alberta.....	17 00
			McTavish.....	Man.....	247 38
McAdam's Lake.....	N.S.....	25 00	Mabella.....	Ont.....	304 20
McArras Brook.....	N.S.....	38 00	Mabel Lake.....	B.C.....	60 00
McArthur (opened 1-7-25).....	N.S.....	50 25	Macbey (opened 3-11-25) (closed 2-12-25).....	Ont.....	1 12
McArthur's Mills.....	Ont.....	336 35	Mabou Harbour.....	N.S.....	12 00
McAulay's.....	N.S.....	31 00	Mabou Harbour Mouth.....	N.S.....	36 45
McBean.....	P.Q.....	49 50	Mabou Mines.....	N.S.....	16 50
McCluskey.....	N.B.....	15 40	Macalister.....	B.C.....	102 85
McCormack.....	N.S.....	47 25	Macdiarmid.....	Ont.....	424 25
McCreadyville.....	N.S.....	69 00			

\*Credit for new office not yet opened.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
MacDougall's.....	N.B.	107 75	Mapleburg.....	N.B.	94 00
Mackdale.....	N.S.	32 00	Maple Glen.....	N.B.	68 30
MacKayville.....	P.Q.	78 00	Maple Green.....	N.B.	20 00
Mackey's Station.....	Ont.	303 43	Maple Grove.....	P.Q.	151 78
Macpes.....	P.Q.	107 10	Maple Grove.....	N.S.	80 00
Macross.....	Man.	36 25	Maple Island.....	Ont.	316 40
Macworth.....	Sask.	46 75	Maple Lake.....	Ont.	251 74
Mader's Cove.....	N.S.	134 70	Maple Leaf.....	Ont.	61 25
Madeline.....	Man.	27 58	Maple View.....	N.B.	45 75
Madran.....	N.B.	47 00	Mar.....	Ont.	125 25
Maeshowe.....	Sask.	129 10	Marcelville.....	N.B.	24 25
Mafeking.....	Man.	438 47	Marchand.....	Man.	364 88
Maganasippi.....	P.Q.	Nil	Marchantgrove.....	Sask.	27 00
Magnesite.....	P.Q.	160 00	Marchbank.....	N.B.	40 30
Magoffin Spur (opened 15-10-25)	B.C.	50 00	Marcil (Late Journeau).....	P.Q.	78 35
Magpie.....	P.Q.	115 45	Marco.....	Man.	20 00
Magundy.....	N.B.	225 50	Margaree Island.....	N.S.	4 35
Mahaska.....	Alberta.....	91 90	Margaret.....	Man.	764 03
*Maidens.....	Ont.	25 00	Margaret Bay.....	B.C.	123 45
Mailhiot.....	P.Q.	52 00	Margate.....	P.E.I.	178 10
Maillard.....	P.Q.	64 05	Marguerite.....	B.C.	242 71
Mailoux.....	P.Q.	79 45	Markhamville.....	N.B.	57 50
Mainadieu Shore (opened 23-10-25).....	N.S.	20 50	Maria Capes.....	P.Q.	200 65
Main Centre.....	Sask.	237 25	Maria de Kent.....	N.B.	36 15
Main River.....	N.B.	222 28	Maria East.....	P.Q.	252 90
Main Stream.....	N.B.	5 00	Marenthal.....	Sask.	38 00
Maitland Forks.....	N.S.	27 00	Marieton.....	Sask.	43 60
Makinson.....	B.C.	136 70	Marieval.....	Sask.	51 25
Malaga Gold Mines.....	N.S.	153 50	Marionville.....	Ont.	131 50
Malagawatch.....	N.S.	39 00	Marius.....	Man.	45 10
Malby.....	Sask.	25 50	Markland.....	Man.	33 58
Mal Bay.....	P.Q.	173 00	Marlin.....	Sask.	25 25
Malden.....	N.B.	60 00	Marlow.....	P.Q.	55 00
Malenfant (opened 10-3-26).....	P.Q.	15 00	Marne.....	Sask.	40 00
Malignant Cove.....	N.S.	186 54	Marney.....	Man.	33 50
Malisset.....	N.B.	66 50	Marriott's Cove.....	N.S.	340 64
Malmaison.....	P.Q.	131 00	Marriott.....	Sask.	56 95
Malmo.....	Alberta.....	112 10	Marron Valley.....	B.C.	34 97
Malone.....	Ont.	202 90	Marrtown.....	N.B.	14 00
Maloneck.....	Sask.	43 60	Marshboro.....	P.Q.	114 00
Malonton.....	Man.	294 00	Marsh.....	N.S.	19 00
Maloy.....	Alberta.....	51 55	Marshall's Town.....	N.S.	245 00
Maltais.....	N.B.	32 00	Marshes (West Bay).....	N.S.	92 95
Maltempeque.....	N.B.	44 50	Marshy Hope.....	N.S.	121 50
Malvern.....	Ont.	286 50	Marsouins.....	P.Q.	177 82
Malvina.....	P.Q.	181 56	Martel Corners.....	Ont.	70 00
Mamette Lake.....	B.C.	9 00	Marter.....	Ont.	77 74
Manasette Lake.....	N.S.	53 81	Martigny.....	P.Q.	12 00
Mance (closed 31-1-26).....	Alberta.....	10 31	Martin (late Marcil) (opened 10-9-25).....	P.Q.	122 75
Manche d'Epee.....	P.Q.	120 02	Martin Brook.....	N.S.	128 25
Mancroft.....	Sask.	38 50	Martindale.....	P.Q.	109 75
Mandeville.....	Ont.	20 25	Martineau.....	P.Q.	60 00
Manganese Mines.....	N.S.	22 00	Martin's.....	N.B.	83 50
Manigotagan.....	Man.	113 00	Martins (closed 31-3-25).....	Alberta.....	Nil
Manitou Beach (summer office).....	Sask.	230 00	Martin's Head (closed 7-2-25).....	N.B.	Nil
Mankota.....	Sask.	187 19	Martin's Lake.....	P.Q.	28 50
Mann.....	P.Q.	20 00	Martin Siding.....	Ont.	255 75
Manners Sutton.....	N.B.	460 20	Martin's Point.....	N.S.	329 05
Manheim (closed 15-8-25).....	Ont.	Nil	Martin's River.....	N.S.	414 07
Mann Settlement.....	P.Q.	29 00	Martock.....	N.S.	101 31
Manns Mountain.....	N.B.	16 00	Marvelville.....	Ont.	171 25
Manoir Richelieu (summer office).....	P.Q.	480 00	Marwayne.....	Alberta.....	143 50
Manouan.....	P.Q.	204 25	Mary Hill.....	Man.	38 10
Manson Creek.....	B.C.	Nil	Mary Lake.....	Alberta.....	65 10
Many Island.....	Alberta.....	21 98	Maryvale.....	N.S.	29 21
Manuels.....	N.B.	89 85	Marysville.....	B.C.	71 10
Mapes.....	B.C.	79 45	Mascarene.....	N.B.	37 25
Maple Bay.....	B.C.	238 60	Masinasin.....	Alberta.....	69 50
Maple Brook.....	N.S.	12 00	Maskawata.....	Man.	63 00
			Maskinongé.....	P.Q.	99 50
			Mason Point.....	N.S.	10 00

\* Credit for new office not yet opened.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
*Matane East.....	P.Q.	15 00	Menjobagues.....	P.Q.	405 90
Matapedia West.....	P.Q.	33 50	Mentieth.....	Man.	141 60
Matawatchan.....	Ont.	272 50	Menzie.....	Man.	419 86
Matheson.....	N.S.	27 30	Menzies Bay.....	B.C.	410 48
Matheson Island (opened 15-2-26).....	Man.	10 00	Mercier.....	P.Q.	38 00
Mathieu.....	P.Q.	81 84	Merland.....	N.S.	28 25
Matlock.....	Man.	333 49	Merridale.....	Man.	133 20
Mattes.....	Sask.	88 55	Merryflat.....	Sask.	84 25
Mattie.....	N.S.	59 75	Mersey Point.....	N.S.	72 00
Maugahn.....	Alberta.	68 50	Methven.....	Man.	176 10
Maunders.....	Alberta.	128 55	Meteghan Centre.....	N.S.	298 50
Mavillette.....	N.S.	218 00	Meteor.....	Sask.	34 73
Mavis Mills.....	N.B.	81 00	Metlakatla.....	B.C.	53 85
Mawcook.....	P.Q.	30 00	Mewassin.....	Alberta.	85 75
Maxstone.....	Sask.	39 05	Meyersburg.....	Ont.	57 70
Maxwell.....	N.B.	48 25	Mézières.....	Man.	31 00
Maxwellton.....	Sask.	45 52	Micawber (tem. closed 31-3-25) (re-opened 1-6-25).....	Man.	19 00
Maxwellton Station.....	N.S.	54 50	Michaud.....	N.B.	76 10
Mayberry.....	Sask.	67 25	Michaudville.....	P.Q.	129 00
Maybrook.....	Ont.	22 00	Micksburg.....	Ont.	220 00
Maycroft.....	Alberta.	177 75	Middle Barney's River.....	N.S.	52 50
Mayfair.....	Sask.	82 58	Middleboro'.....	N.S.	49 70
Mayfield.....	N.S.	31 00	Middleboro.....	Man.	305 62
Mayflower.....	N.S.	63 00	Middle Cape.....	N.S.	18 95
Maygrove.....	Man.	19 00	Middle Caraqueet.....	N.B.	254 90
Mayo.....	P.Q.	141 17	Middle Church.....	Man.	277 63
Mazama.....	B.C.	101 18	Middle Country Harbour.....	N.S.	128 70
Mazeppa.....	Alberta.	259 27	Middle East Pubnico.....	N.S.	201 00
Meach Lake (summer office).....	P.Q.	13 02	Middlefield.....	N.S.	131 90
Meadow.....	N.S.	28 00	Middle Kouchibouguac.....	N.B.	36 75
Meadow.....	N.B.	34 00	Middle Lake.....	Sask.	325 55
Meadowbrook.....	Alberta.	23 05	Middle La Have Ferry.....	N.S.	368 40
Meadow Creek.....	Alberta.	30 00	Middle Manchester.....	N.S.	48 00
Meadow Lake.....	Sask.	705 66	Middlemarch.....	Ont.	52 24
Meadow Portage.....	Man.	190 75	Middlemiss.....	Ont.	248 58
Meadows.....	Man.	374 00	Middleport.....	Ont.	183 57
Meadow Springs.....	N.S.	24 50	Middle Porter's Lake.....	N.S.	19 00
Meadows Road.....	N.S.	13 00	Middle River.....	N.S.	205 75
Meadowvale.....	Man.	48 00	Middle River Centre.....	N.S.	24 95
Meadowvale.....	N.S.	47 80	Middle Ste Louise.....	N.B.	114 00
Meadowview.....	Alberta.	150 00	Middle Sackville.....	N.S.	11 50
Meagher's Grant.....	N.S.	279 00	Middlesboro (closed 30-6-25).....	B.C.	18 32
Mears (opened 1-10-25).....	Man.	57 85	Middlewood.....	N.S.	216 12
Meat Cove.....	N.S.	25 00	Midford.....	Ont.	11 00
Meath Park.....	Sask.	146 60	Midgell.....	P.E.I.	185 70
Meaux.....	P.Q.	14 75	Mid Lothian Wharf (summer office).....	Ont.	115 00
Mechanic's Settlement.....	N.B.	79 00	Midnight Lake.....	Sask.	245 00
Medford.....	N.B.	59 00	Midway.....	N.B.	50 62
Medika.....	Man.	73 44	Miguasha.....	P.Q.	62 57
Medora Lake.....	Ont.	63 42	Miguasha West.....	P.Q.	64 85
Meductic.....	N.B.	301 00	Mildred.....	Sask.	71 50
Meeting Lake.....	Sask.	110 25	Mildmay Park.....	Sask.	96 25
Megan.....	Sask.	44 99	Milford.....	N.S.	85 75
Meiklefield.....	N.S.	34 00	Milford.....	N.B.	428 10
Meiseners.....	N.S.	36 00	Milford Bay.....	Ont.	680 00
Mekiwin.....	Man.	30 50	Milford Haven.....	Ont.	78 25
Melanson.....	N.S.	165 75	Milford Haven Bridge.....	N.S.	34 00
Melbourne.....	Man.	64 93	Militia Point.....	N.S.	19 95
Meldrum Bay.....	Ont.	407 61	Milkish.....	N.B.	75 00
Meleb.....	Man.	513 05	Millar.....	Ont.	170 30
Melford.....	N.S.	75 75	Millar Hill.....	Ont.	70 50
Melissa.....	Ont.	52 20	Millbank.....	N.B.	117 30
Mellonville (closed 30-11-25).....	Man.	Nil	Millbrook.....	Man.	30 11
Mellowdale.....	Alberta.	46 06	Mill Cove.....	N.S.	269 95
Melocheville.....	P.Q.	117 00	Mill Cove.....	N.B.	197 75
Melrose.....	N.S.	213 00	Mill Creek.....	N.S.	68 60
Melrose.....	Man.	95 20	Milledgeville.....	N.B.	(a)
Melrose Hill.....	N.S.	21 00	Millerfield.....	Alberta.	57 70
Memramcook West.....	N.B.	572 99	Miller Lake.....	Ont.	65 70
Menard.....	P.Q.	107 50	Millette.....	Sask.	94 45
Menisino.....	Man.	165 50			

\*Credit for new office not yet opened

(a) For revenue see under St. John Sub-Offices.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Mille Vaches.....	P.Q.	322 39	Montague Gold Mines.....	N.S.	56 50
Millville (Boularderie).....	N.S.	107 70	Montagne Ronde.....	P.Q.	10 00
Millfield.....	P.Q.	85 77	Montcalm.....	P.Q.	113 00
Million.....	Man.	129 50	Montcalm Mills.....	P.Q.	65 00
Mill Road.....	N.S.	25 00	Mont Cervin.....	P.Q.	45 00
Millstream.....	P.Q.	189 06	Monteagle.....	N.B.	32 50
Millstream.....	N.B.	224 20	Monteagle Valley.....	Ont.	167 65
Millstream.....	B.C.	373 11	Monte Creek.....	B.C.	470 30
Milnikek.....	P.Q.	553 25	Montigny.....	P.Q.	22 75
Milton Heights.....	Ont.	271 82	Mont Nebo.....	Sask.	90 20
Milton Station.....	P.E.I.	265 00	Montreal, Ahuntsic.....	P.Q.	(c)
Minahico.....	Ont.	107 27	Montreal, Bordeaux.....	P.Q.	(c)
Minasville.....	N.S.	94 02	Montreal, Côte St Michel.....	P.Q.	(c)
Mine de Mica.....	P.Q.	53 96	Montreal, Greenfield Park.....	P.Q.	(c)
Mineral.....	N.B.	46 75	Montreal, Mount Royal.....	P.Q.	(c)
Mineral Rock.....	N.S.	31 70	Montreal, Tétreaultville.....	P.Q.	(c)
Miners Bay.....	Ont.	88 30	Montreal, Sub-Office No. 16.....	P.Q.	(c)
Mineville.....	N.S.	16 50	Montreal, Sub-Office No. 17.....	P.Q.	(c)
Mingan.....	P.Q.	47 28	Montreal Sub-Office No. 25 (opened 11-1-26).....	P.Q.	(c)
Ministik Lake.....	Alberta.....	13 00	Montreal, Sub-Office No. 26.....	P.Q.	(c)
Minnehaha.....	Sask.	53 00	Montreal, Sub-Office No. 28.....	P.Q.	(c)
Minnie Lake.....	Sask.	33 40	Montreal Sub-Office No. 30.....	P.Q.	(c)
Mink Cove.....	N.S.	81 60	Montreal, Sub-Office No. 33.....	P.Q.	(c)
Mink Creek.....	Man.	33 00	Montreal, Sub-Office No. 40.....	P.Q.	(c)
Minnehik.....	Alberta.....	179 50	Montreal Sub-Office No. 49.....	P.Q.	(c)
Minnewakan.....	Man.	35 50	Montreal Sub-Office No. 54 (opened 5-3-26).....	P.Q.	(c)
Minnicoganashene (summer office).....	Ont.	168 00	Montreal Sub-Office No. 55 (opened 11-1-26).....	P.Q.	(c)
Minstrel Island.....	B.C.	243 05	Montreal Sub-Office No. 68.....	P.Q.	(c)
Minudie.....	N.S.	133 62	Montreal Sub-Office No. 109.....	P.Q.	(c)
Miocene.....	B.C.	90 00	Montreal Sub-Office No. 110.....	P.Q.	(c)
Mira Gut.....	N.S.	314 70	Montreal Sub-Office No. 120.....	P.Q.	(c)
Miramichi.....	N.S.	9 00	Montreal Sub-Office No. 122.....	P.Q.	(c)
Miron.....	P.Q.	34 82	Montreal Lake.....	Sask.	32 00
Mirror Lake.....	B.C.	105 29	Montrose.....	N.S.	124 35
Miscou Centre.....	N.B.	225 00	Mont St-Hilaire.....	P.Q.	260 00
Miscou Harbour.....	N.B.	75 00	Mont St-Pierre.....	P.Q.	144 00
Miscou Lighthouse.....	N.B.	65 00	Monvel.....	Alberta.....	33 00
Miscou Plains.....	N.B.	94 40	Moon Hills.....	Sask.	39 00
Misere.....	P.Q.	34 25	Moonstone.....	Ont.	364 55
Mispece.....	N.B.	55 80	Moose Bay.....	Man.	50 00
Mississippi Station.....	Ont.	166 15	Moose Brook.....	N.S.	91 00
Mission St. Louis.....	P.Q.	65 26	Moosehead.....	N.S.	100 60
Mississagi (closed 1-1-26).....	Ont.	33 06	Moose Hill.....	Ont.	23 00
Mitchell Bay.....	N.S.	32 50	Moosehorn.....	Man.	1,012 86
Mitchell's Bay.....	Ont.	35 20	Mooseland.....	N.S.	83 35
Mitchell Settlement.....	N.B.	11 00	Moose Lake.....	Man.	22 40
Mitchell Station.....	P.Q.	82 00	Moose Mountain.....	N.B.	55 50
Mitchellview.....	Sask.	25 00	Moose Range.....	Sask.	90 00
Mizpah.....	Alberta.....	66 00	Moose Ridge.....	Alberta.....	25 00
Model Farm.....	Sask.	81 00	Moose River (Pictou).....	N.S.	64 00
Moffat.....	Sask.	67 45	Moose River (Cumberland).....	N.S.	95 00
Moha.....	B.C.	82 74	Moose River Gold Mines.....	N.S.	171 95
Moirvale.....	Sask.	7 25	Moose Valley.....	Sask.	31 00
Moisie.....	P.Q.	141 60	Mooswa.....	Alberta.....	173 25
Mokomon.....	Ont.	67 00	Morais (opened 1-5-25).....	N.B.	60 51
Molewood.....	Sask.	70 95	Moran.....	N.B.	71 93
Molson.....	Man.	600 42	Morar.....	N.S.	54 00
Monchy.....	Sask.	69 44	Moreau.....	P.Q.	52 29
Moncton Sub-office No. 3.....	N.B.	(b)	Moreland.....	Sask.	188 64
Moncton Sub-Office No. 4.....	N.B.	(b)	Moresby (closed 31-7-25).....	B.C.	Nil
Monck.....	Ont.	113 25	Morganville.....	N.S.	29 60
Mondou (opened 1-5-25).....	Sask.	123 00	Morietown.....	B.C.	110 84
Monet.....	P.Q.	102 65	Morigeau.....	P.Q.	130 90
Monetville.....	Ont.	302 39	Morin.....	P.Q.	58 00
Monkman.....	Alberta.....	71 25	Morinus.....	Ont.	139 25
Monk Road.....	Ont.	42 00	Morisset Station.....	P.Q.	486 61
Monk's Head.....	N.S.	34 60	Morley.....	Alberta.....	410 62
Mono Centre.....	Ont.	142 00	Morneault.....	N.B.	24 50
Monominto.....	Man.	193 06	Morris.....	P.Q.	72 00
Monsell.....	Ont.	18 00			
Monquart.....	N.B.	34 46			

(b) For revenue see under Moncton Sub-Offices.

(c) For revenue see under Montreal Sub-Offices.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Morrisdale.....	N.B.....	10 00	Murray Valley.....	Alberta...	17 04
Morris Island.....	N.S.....	21 00	Murgraves Landing.....	B.C.....	52 50
Morris Land.....	N.S.....	21 00	Muskoka Assembly (summer office).....	Ont.....	138 00
Morris Lake (closed 17-4-25).....	Man.....	Nil	Muskoka Falls.....	Ont.....	225 00
Morrison.....	N.S.....	16 00	Musclow.....	Ont.....	58 50
Morrison Lake.....	Ont.....	27 00	Muscow.....	Sask.....	254 50
Morristown.....	N.S.....	31 20	Mushaboom.....	N.S.....	165 40
Morrow (closed 8-8-25).....	Ont.....	10 00	Musidora.....	Alberta...	63 86
Morson.....	Ont.....	263 48	Musquash.....	N.B.....	358 15
Mortimer's Point.....	Ont.....	246 50	Musselyville.....	P.Q.....	57 30
Mortonmoor (closed 30-4-25).....	Alberta...	Nil	Mutrie.....	Sask.....	80 00
Morvan.....	N.S.....	18 00	Mutton Bay.....	P.Q.....	42 00
Morweena.....	Man.....	16 75	Myer's Cave.....	Ont.....	55 00
Morwick.....	Sask.....	40 00	Myer's Point.....	N.S.....	5 25
Mosher's Corner.....	N.S.....	88 25	Myleen.....	Alberta...	34 75
Mosher Island (opened 8-12-25).....	N.S.....	25 00	Myncester.....	B.C.....	64 18
Moss Glen.....	N.B.....	68 75	Myrtle.....	Ont.....	264 60
Mosten.....	Sask.....	36 67	Mystic.....	P.Q.....	358 64
Motherwell.....	Ont.....	162 50	Nadeau.....	N.B.....	24 03
Moulie's River.....	N.B.....	216 92	Nadina River (opened 1-12-25).....	B.C.....	59 50
Moulin Bersimis.....	P.Q.....	174 00	Nahma (re-opened 18-8-25).....	Ont.....	19 00
Moulin Marin (opened 15-5-25).....	P.Q.....	302 54	Nakamun.....	Alberta...	56 78
Moulin Vallière.....	P.Q.....	40 00	Nampa.....	Alberta...	180 71
Mound.....	Alberta...	118 25	Napan Bay.....	N.B.....	95 00
Mountain Chutes.....	Ont.....	143 51	Naples.....	Alberta...	101 25
Mountain Brook.....	N.B.....	106 00	Narol.....	Man.....	83 05
Mountain Road.....	Man.....	100 50	Nashton.....	B.C.....	70 70
Mountain View.....	Ont.....	142 20	Nass Harbour.....	B.C.....	158 50
Mount Auburn.....	N.S.....	43 50	Natashquan.....	P.Q.....	215 17
Mount Chesney.....	Ont.....	60 00	Nateby.....	Alberta...	42 80
Mount Denison.....	N.S.....	275 00	Naud.....	P.Q.....	65 25
Mount Green.....	Sask.....	66 95	Naughton Glen.....	Alberta...	113 90
Mount Hanly.....	N.S.....	120 90	Nault (opened 1-10-25).....	Sask.....	50 00
Mount Irwin.....	Ont.....	47 75	Nazareth.....	P.Q.....	433 88
Mount Julien.....	Ont.....	446 00	Nazko.....	B.C.....	31 00
Mount King.....	N.S.....	7 00	Nealdale.....	Sask.....	15 00
Mount Kinsella.....	P.Q.....	54 01	Neerlandia.....	Alberta...	123 45
Mount Loyal.....	P.Q.....	35 40	Neigette.....	P.Q.....	42 00
Mount Murray.....	P.Q.....	230 50	Nellie Lake.....	Ont.....	182 75
Mount Oscar.....	P.Q.....	64 00	Nelson Reserve.....	N.B.....	51 75
Mount Robson.....	B.C.....	141 55	Nemegos.....	Ont.....	283 53
Mount Rose.....	N.S.....	91 90	Neola.....	Sask.....	62 70
Mount Royal.....	P.Q.....	35 40	Neosho.....	Sask.....	56 50
Mountsberg.....	Ont.....	11 00	Nerepis Station.....	N.B.....	193 83
Mount Thom.....	N.S.....	62 00	Nerissa.....	N.S.....	4 00
Mount Tolmie.....	B.C.....	362 75	Nes.....	Man.....	188 25
Mount Vernon.....	Ont.....	90 70	Nesto (closed 4-12-25).....	Ont.....	Nil
Mount View (opened 1-8-25).....	N.B.....	21 00	Nestow.....	Alberta...	148 56
Mountville.....	N.B.....	38 00	Netherton.....	Sask.....	17 00
Mount Young.....	N.S.....	25 00	Nettly Lake.....	Man.....	33 50
Mouth of Jemseg.....	N.B.....	216 50	Neutral Hills.....	Alberta...	38 00
Mouth of St. Francis (re-opened 2-9-25).....	N.B.....	15 00	Neutral Valley.....	Alberta...	22 80
Moyerton.....	Alberta...	136 50	Nevada Valley.....	N.S.....	92 25
Mud River.....	B.C.....	104 00	Neveton.....	Man.....	36 00
Muirhead.....	Alberta...	27 80	Newaygo (summer office).....	P.Q.....	165 00
Mulga.....	Alberta...	57 63	Newbliss.....	Ont.....	144 50
Mulhurst.....	Alberta...	97 00	New Boston.....	N.S.....	6 80
Mull.....	Ont.....	307 00	New Bridgen.....	Alberta...	320 95
Mull River.....	N.S.....	32 00	New Brighton.....	B.C.....	105 62
Mulligan Ferry.....	P.Q.....	14 50	Newbrook.....	Alberta...	196 30
Mundleville.....	N.B.....	99 50	Newburgh Junction.....	N.B.....	325 76
Muniac.....	N.B.....	158 20	Newburn.....	N.S.....	118 50
Munro.....	Ont.....	179 75	New Canaan.....	Ont.....	66 00
Munroe's Bridge.....	N.S.....	33 50	New Canada.....	N.S.....	96 30
Murchison.....	Man.....	15 65	New Carlisle West.....	P.Q.....	225 80
Murphyville.....	N.S.....	34 00	New Carlow.....	Ont.....	209 10
Murphy.....	Ont.....	11 25	Newcastle Bridge.....	N.B.....	386 35
Murphy.....	N.S.....	20 00	Newcastle Centre.....	N.B.....	18 51
Murphy Cove.....	N.S.....	234 06	New Chester.....	N.S.....	41 00
Murray.....	N.S.....	111 25	Newcomb.....	N.S.....	75 00
Murraydale.....	Sask.....	71 65	Newcomb Corner.....	N.S.....	74 10
Murray Road.....	N.B.....	21 00	New Cornwall.....	N.S.....	112 00



## Non-Accounting Post Office3—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
New Cumberland.....	N.S.	53 95	Nora.....	Sask.	450 40
New Denmark.....	N.B.	101 40	Noral.....	Alberta..	60 50
New Edinburgh.....	N.S.	166 00	Nootka.....	B.C.	295 90
Newellton.....	N.S.	299 21	Nordin.....	N.B.	104 00
New Elm.....	N.S.	18 00	Norembega.....	Ont.	385 51
Newfield.....	Ont.	16 00	Norge.....	Sask.	47 00
New Flos.....	Ont.	42 00	Norham.....	Ont.	236 50
New Grafton.....	N.S.	218 00	Normandeau.....	Alberta..	38 15
New Harris.....	N.S.	16 00	Normanhurst.....	Ont.	186 25
New Harris Forks.....	N.S.	40 00	Normandie.....	N.B.	27 65
New Haven.....	N.S.	154 30	North Ainslie.....	N.S.	40 00
New Hill.....	Alberta..	47 47	North Alton.....	N.S.	41 00
Newholm.....	Ont.	54 25	North Bloomfield.....	N.S.	17 00
New Horton.....	N.B.	72 75	North Bonaparte.....	B.C.	Nil
New Ireland.....	P.Q.	28 00	North Branch.....	Ont.	44 00
New Jersey.....	N.B.	121 25	North Bulkley.....	B.C.	104 50
New Jerusalem.....	N.B.	106 50	North Buxton.....	Ont.	239 00
Newlands.....	Sask.	30 50	Northcote.....	Ont.	112 18
New Lindsay.....	Alberta..	68 05	North Earlton.....	N.S.	22 41
New Lunnon.....	Alberta..	24 00	North East Mabou.....	N.S.	26 05
New Osgoode.....	Sask.	153 15	North East Margaree.....	N.S.	253 70
Newport.....	Ont.	62 80	North East Point.....	N.S.	139 00
Newport.....	P.Q.	376 00	North Esk Boom.....	N.B.	36 00
Newport Corner.....	N.S.	139 75	Northern Valley.....	Alberta..	175 50
Newport, Lot 54.....	P.E.I.	64 70	Northfield (Lunenburg).....	N.S.	106 00
Newport Station.....	N.S.	465 81	Northfield (Queens).....	N.S.	47 00
New Prospect.....	N.S.	3 50	North Fork.....	Alberta..	23 25
New Richmond West (re- opened 19-10-25).....	P.Q.	107 70	North Framboise.....	N.S.	41 01
New Rockland.....	P.Q.	35 50	North Gabriola.....	B.C.	55 00
New Ross Road.....	N.S.	65 00	North Galiano.....	B.C.	82 80
New Russell.....	N.S.	53 00	North Grant.....	N.S.	24 10
New Salem.....	N.S.	61 15	North Greenville.....	N.S.	80 15
New Sarum.....	Ont.	40 00	North Gut, St. Ann's.....	N.S.	28 50
New Scotland.....	N.B.	22 00	North Harbour Cape North.....	N.S.	12 95
Newton Heights.....	N.B.	123 00	North Highlands.....	N.S.	19 00
Newton Mills.....	N.S.	222 00	North Intervale.....	N.S.	66 50
Newton Siding.....	Man.	542 00	North Kamloops (opened 1- 6-25).....	B.C.	160 53
Newtonville.....	N.S.	31 00	North Keppel.....	Ont.	158 00
New Town.....	N.S.	87 50	North Lake.....	N.B.	113 00
New Town.....	N.B.	291 50	Northleigh.....	Alberta..	60 00
Newtown Cross.....	P.E.I.	136 20	North Low.....	P.Q.	115 00
New Tusket.....	N.S.	222 38	North Magnetawan, (summer office) (opened 16-7-25).....	Ont.	6 00
New Victoria.....	N.S.	309 50	North Malden.....	Ont.	210 00
Newville.....	N.S.	116 00	North Meiklefield.....	N.S.	22 50
New Yarmouth.....	N.S.	25 00	North Middleboro.....	N.S.	42 95
Niagara Falls West End, Sub- Office (opened 24-7-25).....	Ont.	(a)	Northminster.....	Sask.	21 00
Nichabau.....	P.Q.	72 66	North Minto.....	N.B.	771 24
Nichol.....	B.C.	154 50	North Noel Road.....	N.S.	157 50
Nickelton.....	Ont.	89 25	North Ogden.....	N.S.	47 65
Nictau.....	N.B.	98 25	North Port.....	Ont.	179 00
Nictaux South (closed 13-5-25).....	N.S.	Nil	North Range Corner.....	N.S.	297 66
Nictaux West.....	N.S.	105 90	North Renous.....	N.B.	76 05
Nigado.....	N.B.	179 00	North River.....	P.E.I.	95 25
Nilrem.....	Alberta..	47 00	North River Bridge.....	N.S.	202 00
Nine Mile Creek.....	P.E.I.	34 50	North River Centre.....	N.S.	42 50
Nine Mile River.....	N.S.	363 81	North Riverside.....	N.S.	48 25
Ninevah.....	N.S.	44 00	North Rustico.....	P.E.I.	147 80
Niobe.....	Alberta..	45 00	North Séguin.....	Ont.	120 00
Nipissing Junction.....	Ont.	84 00	North Shore.....	N.S.	97 90
Nishet.....	Alberta..	49 00	Northside.....	Sask.	98 77
Nisku (opened 1-6-25).....	Alberta..	155 00	North Transcona.....	Man.	52 00
Niton.....	Alberta..	259 46	North Vermilion.....	Alberta..	111 24
Niweme (summer office).....	Ont.	80 00	North View.....	N.B.	69 20
Nixon.....	Ont.	261 18	North Wallace.....	N.S.	23 95
Nobleville.....	Sask.	34 00	North West.....	N.S.	63 00
Nodales (opened 15-11-25).....	B.C.	49 50	North West Arm.....	N.S.	59 00
Noel Road.....	N.S.	138 50	North West Bridge.....	N.B.	273 75
Noel Shore.....	N.S.	108 10	North West Cove.....	N.S.	85 10
Nogies Creek.....	Ont.	214 85	North West Harbour.....	N.S.	74 95
Nolalu.....	Ont.	325 13	North Wolfstown.....	P.Q.	35 00

(a) For Revenue, see under Niagara Sub-Offices.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Norton.....	Alberta...	91 71	100 Mile House.....	B.C.....	199 00
Norton Dale.....	N.B.....	28 00	Onslow Corners.....	P.Q.....	135 25
Norval Station.....	Ont.....	101 30	Oolahwan (summer office).....	P.Q.....	82 00
Norway Bay (summer office).....	P.Q.....	341 00	Oona River.....	B.C.....	60 00
Norway House.....	Man.....	474 81	Ootsa Lake.....	B.C.....	163 75
Norway Valley.....	Alberta...	55 00	Opasatika (re-opened 7-4-25).....	Ont.....	270 00
Norwood.....	N.S.....	60 25	Ophir.....	Ont.....	147 50
Nosbonsing.....	Ont.....	68 00	Orangedale East.....	N.S.....	36 67
Notikewin.....	Alberta...	47 35	Oranmore.....	Ont.....	55 52
Notre-Dame.....	N.B.....	645 05	Orbindale.....	Alberta...	20 15
Notre-Dame de l'Isle Verte.....	P.Q.....	148 80	Orchard Beach (summer office).....	Ont.....	225 00
Notre-Dame de la Merci.....	P.Q.....	115 50	Ordale.....	Sask.....	76 35
Notre-Dame des Quinze.....	P.Q.....	120 00	Orford Bay.....	B.C.....	529 50
Noyes Crossing.....	Alberta...	51 40	Orford Lake (summer office).....	P.Q.....	126 00
Nugent.....	Alberta...	34 58	Orient Bay (summer office).....	Ont.....	359 57
Nunebor.....	Sask.....	89 49	Orland.....	Ont.....	146 00
Nut Lake.....	Sask.....	47 50	Orlo (summer office).....	P.Q.....	31 00
Nyanza.....	N.S.....	369 25	Ormsby.....	Ont.....	205 21
Oak Bay.....	N.B.....	257 00	Ormside.....	Sask.....	28 00
Oak Bluff.....	Man.....	178 15	Orpington.....	Sask.....	28 30
Oakfield.....	N.S.....	134 00	Orr Lake.....	Ont.....	73 75
Oak Hammock.....	Man.....	25 50	Orton.....	Alberta...	104 00
Oak Hill (closed 1-6-25).....	N.B.....	8 86	Ortonville.....	N.B.....	145 00
Oak Lake.....	Ont.....	50 00	Orwilton.....	Alberta...	15 00
Oakland.....	N.S.....	65 00	Orwell Cove.....	P.E.I.....	183 50
Oakner.....	Man.....	412 10	Osaca.....	Ont.....	237 44
Oaknook (closed 1-1-26).....	Man.....	6 00	Osagan.....	Ont.....	738 69
Oak Park.....	N.S.....	66 99	Osborne.....	Man.....	293 06
Oak Ridges.....	Ont.....	325 65	Osborne Harbour.....	N.S.....	158 00
Oakview.....	Man.....	61 55	Osoyoos.....	B.C.....	129 08
Oakview Beach.....	Ont.....	300 00	Oso Station.....	Ont.....	135 37
Oatfield.....	N.S.....	154 15	Ospringe.....	Ont.....	139 50
Oban.....	N.S.....	17 50	Osland.....	B.C.....	67 50
Oban Station.....	Sask.....	205 90	Ostersund.....	Ont.....	178 05
Obed.....	Alberta...	174 75	Ostrander.....	Ont.....	249 05
Oceanic.....	B.C.....	75 17	Ostrea Lake.....	N.S.....	155 00
Ocean Park.....	B.C.....	163 60	Oswald.....	Man.....	30 55
Ocean View.....	P.E.I.....	128 20	Otis.....	P.Q.....	156 90
Ochiltree.....	B.C.....	48 00	Ottawa Bayswater.....	Ont.....	(a)
O'Connell.....	Ont.....	91 18	Ottawa Sub-Office No. 3.....	Ont.....	(a)
Oconto.....	Ont.....	135 00	Ottawa Sub-Office No. 14 (opened 23-6-25).....	Ont.....	(a)
Odanak.....	P.Q.....	373 48	Ottawa Sub-Office No. 16.....	Ont.....	(a)
Odell River.....	N.B.....	120 00	Ottawa Sub-Office No. 18.....	Ont.....	(a)
Odin.....	N.S.....	24 01	Ottawa Brook.....	N.S.....	258 93
O'Donnell (opened 15-3-26).....	Ont.....	25 00	Otter Brook.....	N.S.....	134 50
O'Brian Bay.....	B.C.....	591 84	Otterburn Park (summer office).....	P.Q.....	192 00
O'Farrell.....	P.Q.....	73 20	Otter Creek.....	Ont.....	16 00
Ogden.....	N.S.....	49 00	Otto.....	Man.....	81 41
Ogilvie Station.....	Man.....	253 00	Otty Glen.....	N.B.....	102 42
Ohio.....	N.S.....	130 95	Ouellette.....	Ont.....	155 00
Ohio Du Barrachois.....	N.B.....	15 00	Quimet.....	Ont.....	102 00
Ojibway.....	Ont.....	189 00	Outer Island of Port Hood (summer office).....	N.S.....	8 00
Ojibway Island (summer office).....	Ont.....	477 50	Outlet.....	Ont.....	55 10
Okia.....	Sask.....	291 00	Outram.....	N.S.....	38 01
Okno.....	Man.....	32 00	Overland.....	Sask.....	66 00
Olala.....	B.C.....	51 00	Overton.....	Man.....	75 70
Old Chelsea.....	P.Q.....	63 20	O-Wa-Kon-Ze (summer office).....	Ont.....	64 82
Old Fort Bay.....	P.Q.....	20 00	Owenbrook.....	Ont.....	47 25
Old Harry.....	P.Q.....	70 00	Owlseye Lake.....	Alberta...	246 08
Old Kildonan.....	Man.....	462 52	Owls Head Harbour.....	N.S.....	230 95
Old Lake Road.....	P.Q.....	266 76	Oxarat.....	Sask.....	27 12
Old Wives.....	Sask.....	60 75	Oxbow.....	N.B.....	130 67
Olga.....	Sask.....	41 00	Oxenden.....	Ont.....	138 14
Oliha.....	Man.....	110 00	Oxford Centre.....	Ont.....	116 00
Oliphant.....	Ont.....	189 90	Oxville.....	Alberta...	55 00
Oiscamp.....	P.Q.....	120 24	Ozerna.....	Man.....	159 85
O'Malley.....	Sask.....	58 91	Oyster Bed Bridge.....	P.E.I.....	249 50
Omer.....	P.Q.....	46 16			
O'Neil.....	N.B.....	12 00			
Onefour.....	Alberta...	43 94			

(a) For Revenue, see under Ottawa Sub-Offices.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Oyster Ponds.....	N.S.	120 00	Peel.....	N.B.	198 85
Pabos Mills.....	P.Q.	175 25	Peerless.....	Alberta..	17 10
Pacaud (opened 26-5-25).....	P.Q.	40 00	Pegasus.....	Sask.	36 41
Pacific Junction.....	Man.	65 00	Peguis.....	Man.	60 00
Packington.....	P.Q.	172 50	Peggy's Cove.....	N.S.	72 00
Paddle River.....	Alberta..	38 00	Pekisko.....	Alberta..	142 67
Paddling Lake.....	Sask.	100 00	Pelican Rapids.....	Man.	63 87
Padstow.....	Alberta..	39 55	Pellatt.....	Ont.	63 63
Painchaud.....	P.Q.	84 00	Pelletier Mills.....	N.B.	240 90
Painsec.....	N.B.	44 00	Pelletier Station.....	P.Q.	70 00
Painswick.....	Ont.	165 00	Pelly.....	Yukon.	301 00
Paisley Brook.....	Sask.	61 00	Pembroke.....	N.S.	214 00
Pakesley.....	Ont.	1,694 37	Pemberton Hill.....	Alberta..	29 01
Palling.....	B.C.	143 80	Pemberton Meadows.....	B.C.	49 50
Palmarol.....	P.Q.	234 25	Pendant d'Oreille.....	Alberta..	74 30
Palm Bay.....	Alberta..	62 00	Pendennis.....	Man.	62 21
Pandeneo (summer office).....	N.B.	135 80	Pendryl.....	Alberta..	133 72
Pangnirtung.....	N.W.T.	Nil	Peniac.....	N.B.	212 50
Panmure.....	Ont.	97 50	Peninsula.....	Ont.	135 15
Papineau.....	P.Q.	13 14	Penkill.....	Sask.	34 25
Paquette Station.....	Ont.	243 50	Penlake (summer office).....	Ont.	327 50
Parame.....	P.Q.	131 05	Pennant.....	N.S.	88 65
Paro Lamontagne.....	P.Q.	35 80	Pennfield Centre.....	N.B.	38 00
Paré.....	P.Q.	126 50	Peno.....	Alberta..	27 00
Parents.....	N.B.	81 67	Pentz.....	N.S.	154 00
Paris.....	Yukon.	65 00	Pepper.....	Sask.	121 50
Park Bluff.....	Sask.	75 00	Perbeck.....	Alberta..	68 95
Park Court.....	Alberta..	46 85	Perigord.....	Sask.	174 00
Parkdale.....	Man.	42 60	Perivale.....	Ont.	58 50
Parker.....	Ont.	102 50	Perley.....	Sask.	42 00
Parker's Cove.....	N.S.	170 05	Perrault.....	Ont.	45 50
Parker's Ridge (closed 16-4-26).....	N.B.	Nil	Perron.....	P.Q.	19 15
Parkersville.....	Ont.	73 95	Perrott Settlement.....	N.S.	27 00
Park Head.....	Ont.	281 14	Perry's Point (closed 1-3-26).....	N.B.	78 30
Parkhouse.....	Ont.	30 00	Petawawa Camp Field P.O. (re-opened 25-5-25).....	Ont.	Nil
Parkin.....	Sask.	25 00	Peterbell.....	Ont.	129 45
Parkindale.....	N.B.	108 00	Peterborough, Sub-Office No. 3 (opened 1-8-25).....	Ont.	(a)
Parkinson.....	Ont.	78 00	Peters.....	N.B.	84 25
Parma (opened 13-7-25).....	Ont.	234 14	Peters' Brook (closed 16-11-25).....	N.S.	10 00
Parrsborough Shore.....	N.S.	105 00	Peter's Mills.....	N.B.	41 25
Parson.....	B.C.	183 00	Peterson's Corners.....	Ont.	45 50
Parvella (closed 31-1-26).....	Alberta..	20 26	Petersville.....	N.B.	93 87
Pashley.....	Alberta..	124 25	Petite Anse.....	P.Q.	101 85
Paspébiac Est (opened 25-6-25).....	P.Q.	68 11	Petit.....	P.Q.	106 00
Passekeag.....	N.B.	149 00	Petit Bécancour.....	P.Q.	35 50
Pass Lake (opened 28-10-25).....	Ont.	88 00	Petites Bergeronnes.....	P.Q.	89 99
Passmore.....	B.C.	184 14	Petit Bonaventure.....	P.Q.	244 85
Pass Lake (opened 28-10-25).....	Ont.	88 00	Petit Cap.....	P.Q.	229 30
Pasteur.....	P.Q.	45 50	Petits Capucins.....	P.Q.	134 19
Paterson.....	B.C.	40 00	Petit Carleton.....	P.Q.	57 65
Pathfinder.....	Alberta..	35 50	Petit Cascapédia Nord.....	P.Q.	20 00
Patience.....	Alberta..	50 75	Petit Lac.....	P.Q.	79 56
Patriot.....	Sask.	15 00	Petite Chockpish.....	N.B.	39 00
Patton.....	Ont.	68 00	Petite Lamèque.....	N.B.	96 00
Paudash.....	Ont.	43 00	Petite Magdeleine.....	P.Q.	311 90
Paugh Lake.....	Ont.	25 00	Petite Mascouche.....	P.Q.	27 00
Pauls Corners.....	Alberta..	4 00	Petits Méchins.....	P.Q.	220 00
Paulson.....	B.C.	174 00	Petit Métis Station.....	P.Q.	90 05
Pavilion.....	B.C.	307 42	Petit Moulin.....	P.Q.	82 50
Paxson.....	Alberta..	29 50	Petit Paquetville.....	N.B.	84 00
Paxton Valley.....	B.C.	34 50	Petit Pré Est.....	P.Q.	47 60
Pearce.....	Alberta..	252 99	Petite Rivière au Renard.....	P.Q.	124 00
Pearceley.....	Ont.	34 30	Petite Rivière aux Sables (closed 30-6-25).....	P.Q.	Nil
Pearl.....	N.B.	45 48	Petit Sanguenay.....	P.Q.	221 81
Peas Brook.....	N.S.	57 35	Petite Tourelle.....	P.Q.	106 80
Peat.....	Alberta..	26 00	Petite Vallée.....	P.Q.	184 22
Peavine.....	Alberta..	103 40	Petpeswick Harbour.....	N.S.	77 01
Pebbly Beach.....	Man.	14 46	Petrel.....	Man.	69 68
Peebles.....	Sask.	250 00			

(a) For Revenue see under Peterborough Sub-Offices.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Petrofka.....	Sask.....	102 55	Pleasant View.....	Alberta.....	63 50
Pettigrew Settlement.....	N.S.....	37 50	Pleasant Villa.....	N.B.....	39 00
Philémon.....	P.Q.....	25 75	Pleasantville.....	N.S.....	323 75
Philibert.....	P.Q.....	24 95	Plessis.....	Sask.....	50 96
Philips Harbour.....	N.S.....	110 60	Plouffe Landing.....	P.Q.....	45 00
Phoenix.....	Alberta.....	584 00	Plourd.....	N.B.....	102 25
Piché.....	Sask.....	60 52	Plum Hollow.....	Ont.....	145 00
Pickerel.....	Ont.....	1,005 62	Plummer.....	Ont.....	103 00
Pickerel Lake.....	Ont.....	64 40	Plymouth.....	N.S.....	151 90
Pictou Island.....	N.S.....	114 00	Plympton Station.....	N.S.....	87 00
Pidgeon.....	P.Q.....	23 50	Pocahontas.....	Alberta.....	107 26
Pied de la Montagne.....	P.Q.....	39 50	Pogamasing.....	Ont.....	310 00
Pied du Lac.....	P.Q.....	273 50	Pohenagamooke.....	P.Q.....	119 00
Piedmont.....	P.Q.....	186 19	Point Aconi.....	N.S.....	28 00
Piedmont Valley.....	N.S.....	142 02	Point Alexander.....	Ont.....	206 20
Piercemont.....	N.B.....	75 00	Pointe-à-Niveau.....	P.Q.....	134 60
Pigeon Bluff.....	Man.....	70 00	Point au Car.....	N.B.....	34 00
Pigeon Hill.....	N.B.....	109 04	Point Carré.....	P.Q.....	17 50
Pigeon Lake.....	Man.....	58 25	Point Comfort.....	P.Q.....	159 00
Pigon River (winter office).....	P.Q.....	25 16	Point Cowan.....	B.C.....	10 13
Pike Bay.....	Ont.....	84 84	Point Cross.....	N.S.....	130 25
Pike Lake.....	Sask.....	112 50	Point Edward.....	N.S.....	128 00
Pikes Peak.....	Sask.....	46 50	Point Escumiac.....	N.B.....	48 00
Pikwitonei.....	Man.....	395 85	Point Gardiner.....	N.B.....	22 55
Pilger.....	Sask.....	51 00	Point la Nim.....	N.B.....	74 00
Pinantan.....	B.C.....	46 60	Point Michaud.....	N.S.....	38 00
Pinard.....	P.Q.....	117 13	Point Pelee.....	Ont.....	46 25
Pincebec.....	P.Q.....	79 00	Point of Cape.....	N.S.....	26 80
Pineau.....	N.B.....	32 50	Point Platon.....	P.Q.....	50 00
*Pine Falls.....	Man.....	200 00	Point Sapin.....	N.B.....	129 75
Pine Creek Station.....	Man.....	244 66	Point Sapin Centre.....	N.B.....	92 00
Pine Grove.....	Ont.....	169 20	Point Wolfe.....	N.B.....	109 70
Pine Grove.....	N.S.....	16 75	Pointe à la Frégate.....	P.Q.....	156 25
Pine Hill.....	P.Q.....	25 05	Pointe à la Garde.....	P.Q.....	151 00
Pinehurst.....	N.S.....	247 00	Pointe au Baril (summer office).....	Ont.....	446 95
Pinelands.....	Ont.....	547 50	Pointe au Baril Station.....	Ont.....	373 58
Pine Ridge.....	N.B.....	32 00	Pointe au Boisvert.....	P.Q.....	109 60
Pine Ridge.....	Man.....	98 15	Pointe au Bouleau.....	P.Q.....	121 05
Pine River.....	Man.....	968 90	Pointe au Géoméon.....	P.Q.....	110 92
Pine Tree.....	N.S.....	11 00	Pointe aux Anglais.....	P.Q.....	18 00
Pine Vale.....	N.S.....	8 00	Pointe aux Originaux.....	P.Q.....	57 95
Pine View.....	Man.....	48 26	Pointe aux Outardes.....	P.Q.....	38 70
Pineville.....	N.B.....	39 25	Pointe aux Trembles Ouest.....	P.Q.....	84 25
Pinguet.....	P.Q.....	29 00	Pointe Bleue.....	P.Q.....	265 34
Pinkey's Point.....	N.S.....	110 00	Pointe Bourque.....	P.Q.....	81 30
Pinto.....	Sask.....	64 60	Pointe Canot.....	N.B.....	44 00
Pioneer.....	Alberta.....	22 60	Pointe Chambord.....	P.Q.....	23 50
Piper Glen.....	N.S.....	10 00	Pointe des Monts.....	P.Q.....	40 00
Piper's Cove.....	N.S.....	39 00	Pointe des Roches.....	P.Q.....	119 85
Pirmez Creek.....	Alberta.....	36 00	Pointe du Chêne.....	N.B.....	405 00
Pitcher's Farm.....	N.S.....	36 50	Pointe au Loup.....	P.Q.....	16 00
Pitman.....	Sask.....	127 97	Pointe Jaune.....	P.Q.....	118 50
Pitt Siding (opened 25-6-25).....	P.Q.....	162 00	Pointe Rivière du Loup (sum- mer office).....	P.Q.....	416 00
Plainfield.....	Ont.....	186 58	Pointe Ste. Anne des Monts.....	P.Q.....	248 10
Plain Lake.....	Alberta.....	18 59	Poirier.....	N.B.....	17 00
Plain View.....	Sask.....	64 00	Poirierville.....	N.S.....	184 33
Plaister Mines.....	N.S.....	22 00	Pokesudi.....	N.B.....	25 00
Plateau.....	N.S.....	139 56	Poland.....	Ont.....	164 80
Platinum.....	Ont.....	66 90	Poliquin.....	P.Q.....	35 00
Pleasant Bay.....	N.S.....	123 53	Pollett River.....	N.B.....	176 35
Pleasantfield.....	N.S.....	41 70	Polleyhurst.....	N.B.....	63 10
Pleasant Harbour.....	N.S.....	168 50	Polovia.....	Man.....	47 35
Pleasant Hills.....	N.S.....	30 00	Pomeroy.....	Man.....	21 00
Pleasant Home.....	Man.....	62 75	Pomquet Station.....	N.S.....	193 25
Pleasant Lake.....	N.S.....	113 00	Ponass Lake.....	Sask.....	29 00
Pleasant Point.....	N.S.....	153 13	Poncet.....	Ont.....	103 00
Pleasant Point.....	N.B.....	78 00	Poncheville.....	P.Q.....	70 10
Pleasant Point (summer office).....	Ont.....	206 00	Pond Inlet.....	N.W.T.....	
Pleasant River.....	N.S.....	251 74	Poadville.....	N.S.....	74 10
Pleasant Valley.....	Sask.....	233 00	Pont de la Noreau.....	P.Q.....	163 36
Pleasant Valley, Antigonish.....	N.S.....	42 31			

\*Credit for new office not yet opened.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
Pontrilas.....	Sask.	316 51	Portuguese Cove.....	N.S.	50 08
Pont du Milieu.....	N.B.	96 00	Port Union.....	Ont.	102 15
Pont Viau.....	P.Q.	503 00	Potter.....	Ont.	289 29
Poole.....	Ont.	400 69	Potton Springs.....	P.Q.	113 06
Pope's Harbour.....	N.S.	186 00	Potvin.....	P.Q.	84 00
*Poplar.....	Ont.	229 24	Poulamon.....	N.S.	498 00
Poplar Creek.....	B.C.	73 31	Poulares.....	P.Q.	129 65
Poplar Dale.....	Ont.	32 00	Poulin.....	P.Q.	37 00
Poplar Grove.....	Sask.	66 00	Poupore.....	P.Q.	61 10
Poplar Park.....	Man.	89 85	Power.....	P.Q.	61 00
Poplar Valley.....	Sask.	266 26	Power's Creek.....	N.B.	62 00
Poreupine.....	Ont.	167 50	Prairie Grove.....	Man.	47 75
Portage.....	Ont.	292 50	Prairie Siding.....	Ont.	229 00
Portage de la Nation.....	P.Q.	66 50	Pratt.....	Man.	579 00
Portage du Cap.....	P.Q.	38 00	Précieux Sang.....	P.Q.	204 15
Portage du Lac.....	N.B.	73 50	Pré d'en haut.....	N.B.	81 50
Portage East Bay.....	N.S.	44 00	Préfontaine (late Marier) (opened 15-10-25).....	P.Q.	338 25
Portage Griffon.....	P.Q.	15 00	Prémont.....	P.Q.	224 97
Portage River.....	N.B.	60 00	Presqu'Isle.....	Ont.	47 00
Port Anson.....	Ont.	72 73	Presqu'Isle Point (summer office).....	Ont.	217 50
Portapique.....	N.S.	103 00	Pré Ste. Marie.....	Sask.	91 75
Portapique Mountain.....	N.S.	50 05	Preston.....	N.S.	40 50
Port Arthur, Sub-Office No. 4 (closed 11-1-26).....	Ont.	(a)	Preston Road.....	N.S.	115 00
Port au Persil.....	P.Q.	175 16	Prestville.....	Alberta...	204 43
Port au Saumon.....	P.Q.	90 00	Pretty Valley.....	Sask.	250 01
Port aux Quilles.....	P.Q.	85 00	Prével.....	P.Q.	325 50
Port Ban.....	N.S.	4 00	Prévost.....	P.Q.	138 00
Port Bevis.....	N.S.	45 00	Price Settlement.....	N.B.	71 00
Port Bowmanville (summer office).....	Ont.	151 55	Primeauville.....	P.Q.	393 50
Port Caledonia.....	N.S.	86 30	Primula (closed 31-10-25).....	Alberta...	12 23
Port Carmen.....	Ont.	85 95	Prince Albert.....	Ont.	317 00
Port Coldwell.....	Ont.	326 67	Prince Albert.....	N.S.	24 75
Port Crawford.....	B.C.	211 99	Prince Dale.....	N.S.	79 50
Port Cunningham.....	Ont.	320 69	Prince of Wales.....	N.B.	64 00
Port Daniel West.....	P.Q.	371 50	Princes Lake.....	Ont.	320 20
Port Dufferin West.....	N.S.	53 00	Prince's Lodge.....	N.S.	69 70
Porteau.....	B.C.	243 55	Princeville.....	N.S.	62 50
Port Edward (summer office).....	B.C.	20 50	Privett.....	N.S.	19 00
Porter Cove Road.....	N.B.	20 50	Product.....	Sask.	124 00
Porter Landing.....	B.C.	50 00	Prongua.....	Sask.	402 50
Porter's.....	N.B.	70 60	Prospect.....	Ont.	90 95
Porter's Lake.....	N.S.	138 54	Prospect Lake.....	B.C.	109 00
Porterville.....	Ont.	194 45	Prospect Valley.....	Alberta...	33 50
Port Felix.....	N.S.	142 50	Prosby.....	Alberta...	79 09
Port Felix East.....	N.S.	117 00	Prosser Brook.....	N.B.	65 30
Port Franks.....	Ont.	97 40	Provincial Cannery (summer office).....	B.C.	211 50
Port Granby.....	Ont.	96 45	Public Landing.....	N.B.	132 28
Port Hill.....	P.E.I.	280 10	Pubnico Beach.....	N.S.	54 00
Port Hillford.....	N.S.	182 19	Puellerling.....	N.B.	9 60
Port Joli.....	N.S.	302 25	Puffer.....	Alberta...	124 70
Port Keewaydin (summer office).....	Ont.	172 25	Pugwash River.....	N.S.	39 00
Port Lewis (summer office).....	P.Q.	15 00	Punchaw.....	B.C.	20 50
Port Lock.....	Ont.	193 70	Purbrook.....	Ont.	24 75
Port Loring.....	Ont.	444 50	Purdy.....	Ont.	10 25
Port Malcolm.....	N.S.	111 50	Purlbrook.....	N.S.	59 25
Port Neville.....	B.C.	360 00	Purpleville.....	Ont.	57 04
Porto Rico.....	B.C.	240 00	Putnam.....	Ont.	289 15
Port Progress.....	B.C.	103 00	Quaco Road.....	N.B.	13 00
Portree.....	N.S.	31 00	Quadeville.....	Ont.	157 05
Port Renfrew.....	B.C.	508 74	Quantock.....	Sask.	178 50
Port Richmond.....	N.S.	75 00	Quarrel.....	Alberta...	58 15
Port Royal.....	N.S.	105 51	Quarries.....	Ont.	65 00
Port Ryerse (summer office).....	Ont.	316 00	Quarry St. Ann's.....	N.S.	44 00
Port Sandfield.....	Ont.	299 52	Quartz.....	Ont.	105 30
Port Saxon.....	N.S.	125 00	Quatre Coins.....	N.B.	131 00
Port Severn.....	Ont.	446 07	Quebec Ouest.....	P.Q.	59 27
Port Shoreham.....	N.S.	169 90			

(a) For revenue see under Port Arthur Sub-Offices.

\*Credit for new office not yet opened.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Quebec Sub-Office No. 5 (opened 12-2-26).....	P.Q.	(a)	Rear of Ball's Creek.....	N.S.	15 00
Quebec Sub-Office No. 6 (opened 16-2-26).....	P.Q.	(a)	Rear of Black River.....	N.S.	13 00
Queensland.....	N.S.	143 76	Rear of East Bay.....	N.S.	9 00
Queen's Valley.....	Man.	48 60	Rear of Little Judique.....	N.S.	33 00
Queensville.....	N.S.	76 95	Rearville.....	Alberta...	94 50
Querry.....	P.Q.	47 00	Reay.....	Ont.	35 53
Quibell.....	Ont.	555 71	Reco (opened 15-12-25).....	Alberta...	50 00
Quimper.....	Sask.	42 06	Redan (closed 11-7-25).....	Ont.	3 54
Quinnville.....	P.Q.	52 25	Red Bay.....	Ont.	38 90
Quispamsis.....	N.B.	69 00	Redberry.....	Sask.	123 46
Quorn.....	Ont.	105 60	Redbridge (opened 13-10-25).....	Ont.	80 02
Rackham.....	Man.	267 12	Red Cross.....	Sask.	56 51
Radford.....	Yukon...	10 00	Red Head.....	N.B.	90 72
Radium Hot Springs.....	B.C.	224 30	Redfield.....	Sask.	41 00
Raglan.....	Ont.	231 67	Red Jacket.....	Sask.	220 00
Ragueneau (opened 20-2-26).....	P.Q.	25 00	Red Islands.....	N.S.	48 50
Raimbault.....	P.Q.	64 10	Red Lake.....	B.C.	59 25
Rainbow.....	Alberta...	5 00	*Red Lake.....	Ont.	200 00
Rainton.....	Sask.	279 02	Red Lodge.....	Alberta...	44 00
Rainville.....	P.Q.	53 40	Red Mill.....	P.Q.	123 82
Rail.....	P.Q.	47 00	Redmond.....	P.Q.	6 00
Raith.....	Ont.	492 34	Redmondville.....	N.B.	44 00
Raley.....	Alberta...	220 15	Redonda Bay.....	B.C.	194 72
Ralph Station.....	Sask.	190 03	Red Pheasant.....	Sask.	74 15
Rama Road.....	Ont.	72 00	Red Pine.....	N.B.	61 20
Ranching.....	Alberta...	43 50	Red Point.....	N.S.	19 25
Ranchville.....	Alberta...	89 00	Red Rapids.....	N.B.	112 35
Rancourt.....	P.Q.	38 50	Red River.....	N.S.	59 00
Randolph.....	N.B.	78 00	Red Rock (opened 1-10-25).....	B.C.	32 50
Rang Double.....	P.Q.	34 00	Red Rose.....	Man.	31 20
Rangeview.....	Sask.	20 00	Red Stone.....	B.C.	65 50
Rang Ste. Catherine.....	P.Q.	20 00	Redwater Station.....	Ont.	138 82
Rang St. Achille.....	P.Q.	85 50	Red Wing.....	Ont.	253 15
Rang Ste. Anne.....	P.Q.	48 50	Red Wood.....	Ont.	200 50
Rang St. Gabriel.....	P.Q.	18 00	Reed's Point.....	N.B.	85 55
Rang St. Paul.....	P.Q.	18 60	Reell Dana (opened 1-6-25).....	Sask.	29 70
Rankin.....	Ont.	157 80	Refuge Bay.....	B.C.	35 00
Rankinville.....	N.S.	19 15	Refuge Cove.....	B.C.	193 09
Rapide des Pins.....	P.Q.	32 75	Regina Sub-Office No. 1.....	Sask.	(b)
Rapide Dufort.....	P.Q.	36 92	Regina Sub-Office No. 2.....	Sask.	(b)
Rassdon.....	Sask.	51 88	Regina Sub-Office No. 4 (opened 20-1-26).....	Sask.	(b)
Rastad (closed 30-11-25).....	Sask.	4 60	Regina Sub-Office No. 6 (opened 21-7-25).....	Sask.	(b)
Ratchliffe.....	Sask.	25 00	Reidvale.....	N.S.	74 87
Ratner.....	Sask.	309 00	Reinland.....	Man.	164 53
Raudot.....	P.Q.	20 25	Reist.....	Alberta...	32 50
Raven.....	Alberta...	239 55	Reliance.....	Sask.	121 40
Ravenscliffe.....	Ont.	117 30	Rembrandt.....	Man.	263 36
Ravenswood.....	Ont.	198 00	Remo.....	B.C.	156 25
Ravensworth.....	Ont.	228 37	Renaud's Mills.....	N.B.	19 50
Ravignan.....	P.Q.	256 81	Renforth.....	N.B.	199 00
Ravine.....	Alberta...	33 50	Renfrew.....	N.S.	34 00
Ravine Bank (closed 30-4-25).....	Sask.	Nil	Rennie.....	Man.	184 72
Rawcliffe.....	P.Q.	51 00	Reno (opened 1-11-25).....	Alberta...	75 95
Rawdon.....	N.S.	245 01	Renversy.....	P.Q.	108 90
Rawdon Gold Mines.....	N.S.	205 75	Renwer.....	Man.	364 38
Raycroft.....	Ont.	7 65	Rereshill.....	Sask.	33 50
Rayleigh Mount.....	B.C.	82 00	Restoule.....	Ont.	288 52
Raymond.....	Ont.	155 50	Rex.....	Sask.	56 00
Read Island.....	B.C.	69 94	Rexmount (closed 31-10-25).....	B.C.	90 38
Rear Big Hill.....	N.S.	25 00	Reynaud.....	Sask.	72 57
Rear Big Pond.....	N.S.	8 00	Reykjavik.....	Man.	45 00
Rear Boisdale.....	N.S.	25 30	Reynolds.....	N.S.	80 30
Rear Christmas Island.....	N.S.	22 00	Reynolds.....	N.B.	60 00
Rear Dunvegan.....	N.S.	8 00	Reynoldscroft.....	N.S.	49 50
Rear Georgeville.....	N.S.	23 00	Rheault.....	Ont.	60 00
Rear Judique Chapel.....	N.S.	13 00	Rhodena.....	N.S.	25 00
Rear Judique South.....	N.S.	27 00	Rhode's Corner.....	N.S.	90 75
Rear of Baddeck Bay.....	N.S.	14 00	Ribot.....	P.Q.	34 00
			Richan.....	Ont.	161 00

(a) For revenue see under Quebec Sub-Offices.

\*Credit for new office not yet opened.

(b) For revenue see under Regina Sub-Offices.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Richardville.....	N.B.	16 00	Rivière Mattawin.....	P.Q.	40 40
Richard Village.....	N.B.	16 00	Rivière Mékinac.....	P.Q.	282 00
Richer.....	Man.	105 00	Rivière Metgermette Nord...	P.Q.	162 59
Richibucto Village.....	N.B.	292 24	Rivière Noire.....	P.Q.	89 78
Ricinus.....	Alberta...	46 55	Rivière Ouelle Jonction.....	P.Q.	183 31
Rideau Lake.....	Ont.	10 00	Rivière Paspébiac.....	P.Q.	60 00
Ridgeclough.....	Alberta...	64 80	Rivière Port Daniel.....	P.Q.	22 00
Ridgely.....	Man.	86 00	Rivière Portneuf (opened 4-2-26).....	P.Q.	45 00
Ridgeview.....	Sask.	61 95	Rivière Raquette.....	P.Q.	316 70
Ridley.....	Man.	67 00	Rivière St. Jean.....	P.Q.	168 14
Ridpath.....	Sask.	196 35	Rivière Ste. Marguerite.....	P.Q.	185 66
Riel.....	Man.	307 00	Rivière Verte.....	P.Q.	276 06
Riga.....	Sask.	2 50	Rivulet.....	N.S.	15 00
Rimouski Ouest.....	P.Q.	202 00	Roach Vale.....	N.S.	36 00
Rinard.....	Alberta...	144 56	Roadene.....	Sask.	31 75
Ringleton Firs.....	Sask.	20 50	Roanmine.....	Sask.	29 10
Ringwood.....	Ont.	210 00	Robb.....	Alberta...	384 60
Riordon Depot (opened 1-10-25).....	P.Q.	132 00	Roberge.....	P.Q.	40 00
Riou.....	P.Q.	54 00	Roberta.....	N.S.	31 35
Rising Sun.....	Alberta...	15 00	Robert's Creek.....	B.C.	491 50
Ritchot.....	Man.	8 00	Roberts Island.....	N.S.	18 00
Riverbow.....	Alberta...	60 00	Robertson.....	N.B.	79 25
Rivercourse.....	Alberta...	99 74	Robertville.....	N.B.	275 91
River Centre.....	N.S.	33 94	Roberval Ouest.....	P.Q.	192 95
Riverdale.....	N.S.	77 00	Robichaud.....	N.B.	186 05
River Dennis.....	N.S.	71 55	Robinhood.....	Sask.	184 15
River Dennis Centre.....	N.S.	86 80	Robins Range.....	B.C.	83 00
River Dennis Road.....	N.S.	39 90	Robins.....	N.S.	41 97
Riverfront.....	Sask.	38 75	Robinson.....	Alberta...	262 50
River Gilbert.....	P.Q.	110 75	Robinson's Corners.....	N.S.	114 10
River Gilbert Gold Mines.....	P.Q.	62 25	Robinsonville.....	N.B.	115 00
River Glade.....	N.B.	316 00	Rob Roy.....	Ont.	62 00
Riverhead.....	N.S.	52 00	Rochefort.....	Ont.	71 00
River Hébert East.....	N.S.	172 75	Roche Plaine (closed 1-1-26).....	Sask.	Nil
River Philip.....	N.S.	505 06	Roche Plate.....	P.Q.	17 00
River Philip Centre.....	N.S.	75 90	Rocher de la Chapelle.....	P.Q.	35 00
River Ryan.....	N.S.	97 11	Rocher Noir.....	P.Q.	49 00
Riversdale.....	N.S.	201 50	Rockcroft.....	Ont.	74 00
Riverside.....	N.S.	7 00	Rock Dell.....	Sask.	81 00
Riverside Corner.....	N.S.	75 50	Rock Elm.....	N.S.	41 85
Rivers Inlet.....	B.C.	410 00	Rockford.....	Sask.	59 50
River Tillard.....	N.S.	64 25	Rockingham Station.....	N.S.	425 00
Riverton.....	Alberta...	61 25	Rockland.....	N.S.	122 60
River View.....	N.B.	12 00	Rockland.....	N.B.	47 00
Rivière à Claude.....	P.Q.	159 25	Rockland East.....	Ont.	634 00
Rivière à la Martre.....	P.Q.	238 50	Rockliffe Annex (closed 30-8-25).....	Ont.	Nil
Rivière à l'Ours.....	P.Q.	847 30	Rockport.....	N.B.	69 00
Rivière au Rat.....	P.Q.	225 00	Rockville.....	Ont.	44 55
Rivière au Renard Ouest.....	P.Q.	172 00	Rockway Valley.....	P.Q.	132 50
Rivière aux Chiens.....	P.Q.	225 19	Rockwell Settlement.....	N.S.	112 50
Rivières aux Ecorces.....	P.Q.	15 00	Rockwynn (summer office).....	Ont.	37 80
Rivière aux Graines.....	P.Q.	55 00	Rocky Bay.....	N.S.	32 50
Rivière aux Pins.....	P.Q.	84 00	Rocky Brook.....	N.B.	26 70
Rivière Bonaventure.....	P.Q.	83 70	Rocky Mountain.....	N.S.	28 00
Rivière Castor (closed 1-7-25).....	Alberta...	Nil	Rocky Point.....	P.E.I.	67 25
Rivière des Caches.....	N.B.	287 50	Rocky Rapids.....	Alberta...	42 86
Rivière des Caps.....	P.Q.	57 30	Rocky Ridge.....	N.S.	11 00
Rivière des Plantes.....	P.Q.	42 50	Rodgers.....	Sask.	78 05
Rivière des Prairies.....	P.Q.	231 50	Rodino.....	Alberta...	8 00
Rivière des Roches.....	P.Q.	207 10	Roe Lake.....	B.C.	58 70
Rivière du Milieu.....	P.Q.	62 00	Rogerton.....	N.S.	47 50
Rivière Eperlan.....	P.Q.	111 10	Rolling Portage.....	Ont.	387 95
Rivière Famine.....	P.Q.	70 50	Rollinson.....	Alberta...	126 00
Rivière Gagnon.....	P.Q.	32 00	Rolly Point.....	Alberta...	29 25
Rivière Gentilly.....	P.Q.	120 00	Roman Valley.....	N.S.	17 55
Rivière Jaune.....	P.Q.	258 75	Ronan.....	Alberta...	38 00
Rivière La Fleur.....	P.Q.	47 24	Rondeau.....	Ont.	89 50
Rivière la Madeleine.....	P.Q.	512 07	Rooney.....	P.Q.	54 00
Rivière Mailoux.....	P.Q.	542 00	Roosville.....	B.C.	52 50
Rivière Manie.....	P.Q.	626 64	Rooth Station.....	N.B.	19 00
Rivière Matamek (winter office).....	P.Q.	Nil	Roquemaure.....	P.Q.	96 50
			Roros.....	Alberta...	11 15

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Rosa.....	Man.	75 55	Ruisseau à Patate.....	P.Q.	171 35
Rosaireville.....	N.B.	46 00	Ruisseau à Sem.....	P.Q.	69 50
Rose.....	N.S.	131 20	Ruisseau des Olives.....	P.Q.	115 83
Rosebank.....	N.B.	92 00	Ruisseau Le Blanc.....	P.Q.	253 00
Rosebank Station.....	Ont.	53 75	Rumpleville.....	P.Q.	22 00
Rosebeg.....	Alberta..	54 00	Runnymede.....	P.Q.	59 00
Roseberry.....	B.C.	233 55	Rusagornis.....	N.B.	147 20
Rose Bridge.....	P.Q.	125 80	Rushton.....	Sask.	16 00
Roseburn.....	N.S.	25 00	Rushville.....	Sask.	20 00
Rosedale.....	N.S.	15 00	Russborough.....	Sask.	81 51
Rosedale (summer office).....	Ont.	150 00	Russeldale.....	Ont.	186 00
Rosedale Station.....	Alberta..	717 54	Russellville.....	N.B.	72 65
Rosefield.....	Sask.	51 34	Rustico.....	P.E.I.	228 55
Roseglen.....	Alberta..	45 00	Rusticoville.....	P.E.I.	117 50
Rosegrove.....	Ont.	302 10	Ruthenia.....	Man.	31 00
Rose Island.....	Ont.	75 74	Rutter.....	Ont.	351 63
Rose Lake.....	B.C.	210 65	Ryanville.....	P.Q.	25 00
Roseland (Late Jacksons Corners (opened 1-11-25)).....	Ont.	371 00	Ryckman's Corner.....	Ont.	116 15
Roselea.....	Alberta..	15 00	*Ryder Lake.....	B.C.	15 00
Rosemae.....	Sask.	81 20	Rye.....	Ont.	61 00
Rosemere.....	P.Q.	160 20	St. Abdon.....	P.Q.	50 19
Rosenburg.....	Man.	43 26	St. Achille.....	P.Q.	11 00
Rosenheim.....	Alberta..	116 00	St. Adhémar.....	P.Q.	50 06
Rosenort.....	Man.	213 25	St. Adolphe.....	Man.	260 75
Rosenthal.....	Ont.	50 50	St. Agapit Station.....	P.Q.	387 60
Roseray.....	Sask.	17 88	St. Agnès de Charlevoix.....	P.Q.	110 71
Rosewood.....	Man.	203 79	St. Agricole.....	P.Q.	38 02
Ross.....	Man.	83 00	St. Alexander Station.....	P.Q.	54 00
Rossall.....	Sask.	67 75	St. Alexis Station.....	P.Q.	13 37
Rossclair.....	Ont.	103 50	St. Albert Trail.....	Alberta..	46 00
Rossduff.....	Sask.	70 20	St. Almo.....	N.B.	72 00
Rosseau Falls.....	Ont.	20 00	St. Alphonse de Clare.....	N.S.	126 50
Rosser.....	Man.	723 87	St. Alphonse de Granby.....	P.Q.	139 00
Ross Ferry.....	N.S.	93 50	St. Amable.....	P.Q.	49 00
Rossfield.....	N.S.	25 00	St. Amand.....	N.B.	87 00
Rossington.....	Alberta..	162 00	St. Amateur.....	N.B.	69 30
Rosslyn Village.....	Ont.	245 00	St. Ambroise.....	Man.	174 90
Ross Mount (closed 30-4-25).....	Ont.	3 97	St. Amédée.....	P.Q.	131 00
Ross Spur.....	B.C.	362 56	St. André de Madawaska.....	N.B.	231 69
Rossway.....	N.S.	273 95	St. André de Shédiac.....	N.B.	70 00
Rostand.....	P.Q.	57 75	St. André Station.....	P.Q.	117 36
Rostock.....	Ont.	190 00	St. Andrews.....	Man.	162 54
Rostrevor (summer office).....	Ont.	100 00	St. Andrews Channel.....	N.S.	24 00
Rosyth.....	Alberta..	191 00	St. Angélique (opened 1-10- 25).....	P.Q.	47 86
Rothbury.....	Sask.	3 50	St. Anne de la Pocatière Station.....	P.Q.	414 81
Rothwell.....	N.B.	258 00	St. Anne de Kent.....	N.B.	295 00
Rougemont Station.....	P.Q.	240 52	St. Anne de Sorel.....	P.Q.	290 45
Rouge Valley.....	P.Q.	43 50	St. Anne de Stukely.....	P.Q.	126 70
Rough Waters.....	N.B.	66 50	St. Ann's.....	N.S.	602 92
Round Bay.....	N.S.	60 20	St. Ann's.....	P.E.I.	40 00
Round Island.....	N.S.	27 05	St. Anselme.....	N.B.	54 00
Round Lake (closed 14-11-25).....	Ont.	18 00	St. Anthony Mine (closed 1-1-26).....	Ont.	39 26
Rousseau's Mills.....	P.Q.	61 20	St. Antoine (closed 11-2-25).....	Sask.	Nil
Route Alfred.....	P.Q.	30 40	St. Antoine de Charlevoix.....	P.Q.	38 98
Routledge.....	Man.	178 83	St. Antonin.....	P.Q.	403 20
Routhier.....	Ont.	119 80	St. Appoline Station.....	P.Q.	157 72
Routhierville.....	P.Q.	219 00	St. Athanase.....	P.Q.	190 75
Rowanton.....	P.Q.	213 03	St. Augustine.....	N.B.	18 50
Rowena.....	N.B.	36 50	St. Augustin, Saguenay.....	P.Q.	46 97
Rowletta.....	Sask.	207 00	St. Barbe.....	P.Q.	168 00
Roxville.....	N.S.	61 05	St. Bazile Station.....	P.Q.	400 00
Roy.....	B.C.	161 00	St. Benedict.....	Sask.	166 75
Roy.....	N.B.	50 01	St. Bernard.....	N.S.	127 20
Royal Muskoka (summer office).....	Ont.	904 50	St. Bruno de Kamouraska.....	P.Q.	322 00
Royal Park.....	Alberta..	183 03	St. Bruno Station.....	P.Q.	69 20
Roydale (closed 31-7-25).....	Alberta..	Nil	St. Calixte Nord.....	P.Q.	54 00
Ruby Creek.....	B.C.	191 25	St. Camille Station.....	P.Q.	302 75
Ruby Mine.....	Ont.	9 00	St. Cassien des Caps.....	P.Q.	33 94
Ruisseau Arbour.....	P.Q.	99 95			
Ruisseau à l'Eau Chaude.....	P.Q.	73 25			

\*Credit for new office not yet opened.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
St. Catherines River.....	N.S.	88 05	St. Ignace de Loyola.....	P.Q.	157 18
St. Catherines Bay.....	P.Q.	119 98	St. Ignace de Québec.....	P.Q.	33 00
Ste. Catherine Station.....	P.Q.	188 00	St. Irénée-les-Bains.....	P.Q.	299 75
Ste. Cécile.....	N.B.	56 75	St. Isidore de Bellevue.....	Sask.	76 00
St. Charles.....	Man.	118 50	St. Isidore de Gaspé.....	P.Q.	64 00
St. Charles de Montcalm.....	P.Q.	23 00	St. Isidore Jonction.....	P.Q.	83 35
St. Charles Nord.....	N.B.	56 90	St. Jean Baptiste.....	N.B.	86 00
St. Chrétien.....	P.Q.	34 55	Ste. Jeanne d'Arc.....	N.B.	281 35
St. Claude Nord.....	P.Q.	199 52	Ste. Jeanne d'Arc de Matane.....	P.Q.	215 80
St. Cléophas.....	P.Q.	170 32	St. Jean Port Joli Station.....	P.Q.	235 20
St. Cléophas de Brandon.....	P.Q.	154 25	St. Joachim de Courval.....	P.Q.	109 67
St. Columba.....	N.S.	24 00	St. John Sub-Office No. 5		
St. Columbin.....	P.Q.	60 00	(opened 9-1-26).....	N.B.	(b)
Ste. Corinne (opened 28-10-25)	P.Q.	27 37	St. Josaphat.....	P.Q.	(a)
Sto. Croix.....	N.B.	147 60	St. Joseph.....	N.S.	25 50
Sto. Croix Cove.....	N.S.	56 04	St. Joseph.....	Man.	158 50
St. Cyr.....	P.Q.	113 15	St. Joseph de Kamouraska.....	P.Q.	189 00
St. Cyriac.....	P.Q.	Nil	St. Joseph de Kent.....	N.B.	69 00
St. Cyrille.....	N.B.	40 00	St. Joseph de Madawaska.....	N.B.	27 25
St. Damase de Thetford.....	P.Q.	60 00	St. Joseph de Mékinac.....	P.Q.	185 50
St. Damien.....	N.B.	32 00	St. Joseph du Moine.....	N.S.	175 50
St. Damien Station.....	P.Q.	338 12	St. Julien.....	Sask.	25 00
St. Denis.....	Sask.	164 00	St. Jules de Beauce.....	P.Q.	243 10
Sto. Dorothee.....	P.Q.	321 00	St. Jules de Maria.....	P.Q.	172 00
St. Edmond de Stoneham.....	P.Q.	23 85	St. Kilda.....	Alberta.	115 40
St. Edmond de Berthier.....	P.Q.	66 00	St. Labre.....	Man.	54 15
St. Edouard.....	Alberta.	47 00	St. Laurent Grandin.....	Sask.	20 50
St. Edouard de Frampton.....	P.Q.	39 95	St. Lazare.....	N.B.	12 00
St. Edouard de Kent.....	N.B.	60 00	St. Lazare de Vaudreuil.....	P.Q.	291 22
St. Edouard de Maskinongé.....	P.Q.	99 80	St. Lazare Station.....	P.Q.	159 25
St. Eleanor's.....	P.E.I.	380 30	St. Léon.....	Man.	255 05
Ste. Elizabeth.....	Man.	309 29	St. Léonard de Port Maurice.....	P.Q.	153 70
Ste. Elizabeth de Warwick.....	P.Q.	416 25	St. Louis Cape.....	N.B.	15 50
St. Eloi Station.....	P.Q.	200 65	St. Louis de Bagot.....	P.Q.	51 00
St. Elzéar de Bonaventure.....	P.Q.	33 00	St. Louis de Bonsecours.....	P.Q.	374 25
St. Emile de Montcalm.....	P.Q.	150 41	St. Louis de Champlain.....	P.Q.	211 75
St. Ephrem Station.....	P.Q.	282 73	St. Louis de Masham (opened		
St. Esprit.....	N.S.	54 52	15-3-26).....	P.Q.	10 00
Ste. Euphémie.....	P.Q.	347 25	St. Louis Nazaire.....	P.Q.	307 17
St. Eustache sur le Lac (summer office).....	P.Q.	90 00	St. Luc.....	N.B.	59 00
St. Fabien.....	N.B.	37 00	St. Luc.....	P.Q.	115 00
St. Félix.....	Ont.	95 07	St. Luc de Matane.....	P.Q.	651 50
St. Féréol.....	P.Q.	177 15	St. Luke.....	Sask.	28 00
St. Fidèle.....	P.Q.	515 47	St. Lupicin.....	Man.	85 25
St. Flavie.....	P.Q.	248 20	St. Majorie.....	P.Q.	167 45
*St. Florence Ouest.....	P.Q.	15 00	St. Malachie Station.....	P.Q.	438 25
St. Francis Harbour.....	N.S.	90 00	St. Malo.....	Man.	523 13
St. François de Kent.....	N.B.	111 01	St. Marcel.....	N.B.	26 00
St. François d'Assise.....	P.Q.	281 10	St. Marcellin.....	P.Q.	87 17
St. François d'Orléans.....	P.Q.	228 75	Ste. Marguerite Station.....	P.Q.	237 50
Ste. Francoise.....	P.Q.	410 63	Ste. Marie de Blandford.....	P.Q.	255 75
St. François Station.....	P.Q.	77 00	Ste. Marie de Charlevoix.....	P.Q.	25 75
St. François Xavier.....	Man.	156 25	St. Margaret Village.....	N.S.	141 45
St. François Xavier de Viger.....	P.Q.	65 50	St. Marks.....	Man.	125 48
St. Fulgence.....	P.Q.	495 60	Ste. Marthe Rocanville.....	Sask.	470 71
St. Gabriel de Kent.....	N.B.	18 00	St. Martin de Clare (opened		
St. Gabriel Station.....	P.Q.	105 00	2-1-26).....	N.S.	15 00
St. Gédéon Est.....	P.Q.	80 75	St. Martin Station.....	Man.	451 51
St. George.....	Man.	185 50	St. Mary's of Ely.....	P.Q.	175 25
St. Georges de Malbay.....	P.Q.	252 15	St. Mary's River.....	N.S.	60 50
St. George's Channel.....	N.S.	58 25	St. Maure.....	N.B.	110 55
St. Gérard des Laurentides.....	P.Q.	155 00	St. Maurice.....	N.B.	42 00
St. Gilbert.....	P.Q.	249 80	St. Maxime.....	P.Q.	294 19
St. Grégoire.....	N.B.	60 00	St. Médard.....	P.Q.	53 12
Ste. Hélène de la Croix.....	P.Q.	44 00	St. Michael.....	Alberta.	79 49
St. Hélier.....	P.Q.	83 00	St. Michel de Wentworth.....	P.Q.	54 15
St. Hilaire.....	N.B.	239 81	St. Michel Station.....	P.Q.	119 25
St. Hilaire de Dorset.....	P.Q.	113 60	St. Modeste.....	P.Q.	228 32
St. Hilarion du Lac.....	P.Q.	19 25	Ste. Monique, Lac St. Jean.....	P.Q.	158 00
St. Ignace.....	N.B.	192 00	St. Narcisse de Rimouski.....	P.Q.	192 79
			St. Nazaire de Buckland.....	P.Q.	223 60

(a) For Revenue see under Montreal Sub-Offices.

\*Credit for new office not yet opened.

(b) For Revenue see under St. John Sub-Offices.

## Non-Accounting Post Office—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
St. Nérée.....	P.Q.	359 94	Salmon River Lake.....	N.S.	94 00
St. Nérée Station.....	P.Q.	61 00	Salmon River Road.....	N.S.	11 85
St. Norbert.....	N.B.	32 01	Salmon Valley.....	B.C.	17 80
St. Ola.....	Ont.	276 23	Saltaux.....	Alberta..	90 00
St. Onésime.....	P.Q.	263 05	Saltel.....	Man.	43 53
St. Ouens.....	Man.	165 20	Salter.....	Sask.	234 85
St. Pacôme Station.....	P.Q.	192 00	Salt Lake (opened 15-6-25).....	Sask.	56 25
St. Patrick.....	P.Q.	214 00	Salt Springs.....	N.B.	105 50
St. Patrick's Channel.....	N.S.	39 95	Salt Springs, Antigonish.....	N.S.	54 00
St. Paul de la Croix.....	P.Q.	336 00	Salt Spring, Pictou.....	N.S.	354 45
St. Paul d'Industrie.....	P.Q.	365 00	Salt Springs Station.....	N.S.	104 00
St. Paul, Est.....	P.Q.	102 00	Sambro.....	N.S.	356 90
St. Paul's Island (summer office).....	N.S.	54 75	Samburg.....	Sask.	79 00
Ste. Perpétue Station.....	P.Q.	130 70	Sampson Cove (opened 13-7-25).....	N.S.	46 00
St. Philibert.....	P.Q.	104 00	Sampson.....	Alberta..	206 25
St. Philippe.....	N.B.	17 00	Samson.....	P.Q.	27 50
St. Philippe de Chester.....	P.Q.	86 00	Samsonville.....	N.S.	53 00
St. Phillips.....	Sask.	37 60	Sanborn.....	P.Q.	37 00
St. Pie de Guire.....	P.Q.	416 10	San Clara (opened 15-6-25).....	Man.	81 00
St. Pierre.....	N.B.	55 00	Sandfield.....	Ont.	161 75
St. Pierre de Wakefield.....	P.Q.	104 75	Sandford.....	Ont.	179 00
St. Pierre d'Orléans.....	P.Q.	190 13	Sandford Dene.....	Sask.	35 24
St. Praxède.....	P.Q.	33 00	Sand Hill.....	P.Q.	60 05
St. Raymond.....	Man.	60 00	Sandilands.....	Man.	291 14
St. Regmond.....	N.B.	66 00	Sand Lake.....	Ont.	76 50
St. Rédempteur.....	P.Q.	120 00	Sandown.....	Ont.	76 00
St. Régis.....	P.Q.	71 75	Sandspit.....	B.C.	128 68
Ste. Rose.....	N.S.	45 00	Sand Point.....	N.S.	165 89
Ste. Rosette.....	N.B.	108 80	Sand Point Road.....	N.B.	(b)
St. Samuel de Horton.....	P.Q.	232 35	Sandridge.....	Man.	172 51
St. Samuel Station.....	P.Q.	171 00	Sandville.....	N.S.	34 50
St. Sébastien Station.....	P.Q.	100 15	Sandwith.....	Sask.	154 50
St. Sévère.....	P.Q.	312 90	Sandy Creek.....	P.Q.	10 00
St. Sévère Nord.....	P.Q.	14 00	Sandy Falls (opened 20-1-26).....	Ont.	28 00
St. Séverin de Beaurivage.....	P.Q.	413 05	Sandy Hook (summer office).....	Man.	77 64
St. Sosime.....	N.B.	27 63	Sandy Point (summer office).....	Ont.	119 00
St. Sulpice.....	P.Q.	205 00	Sangster.....	Ont.	27 00
Ste. Séraphine.....	P.Q.	108 00	San Josef Bay.....	B.C.	35 50
St. Tharcisius.....	P.Q.	42 00	San Mateo.....	B.C.	230 50
Ste. Théodosie.....	P.Q.	197 33	Sanmaur.....	P.Q.	521 95
St. Théodule.....	N.B.	11 00	Sans Souci (summer office).....	Ont.	350 00
St. Thomas d'Aquin.....	P.Q.	235 00	Sapton.....	Man.	84 00
St. Thomas de Caxton.....	P.Q.	69 66	Sarrail.....	Alberta..	127 27
St. Thomas de Kent.....	N.B.	134 00	Sargent (closed 1-2-26).....	N.B.	2 00
St. Thomas de Soulanges.....	P.Q.	28 00	Sarto.....	Man.	30 50
St. Thuribe.....	P.Q.	444 70	Sarty's.....	N.S.	38 00
St. Valère de Bulstrode.....	P.Q.	249 70	Saskhart.....	Sask.	17 51
St. Victor Station.....	P.Q.	379 80	Sault à la Puce.....	P.Q.	65 00
St. Yvon.....	P.Q.	282 55	Sault St. Lin.....	P.Q.	138 57
Sabie River.....	N.S.	198 00	Sault Ste. Marie S.O. No. 3.....	Ont.	(a)
Sacré-Cœur de Marie.....	P.Q.	260 25	Saunders West.....	Alberta..	377 70
Sacred Heart.....	Alberta..	54 00	Savanne.....	Ont.	283 00
Saddle Lake.....	Alberta..	37 25	Savary Island.....	B.C.	206 90
Sadlow.....	Man.	73 00	Savoie.....	P.Q.	17 00
Sadowa.....	Ont.	92 55	Savory.....	B.C.	196 06
Sagathun.....	Sask.	28 00	Savoy.....	N.B.	80 00
Sahanatien.....	Ont.	20 24	Savoy Landing.....	N.B.	67 02
*Sahtlam.....	B.C.	25 00	Sawdy.....	Alberta..	20 00
Saint Front.....	Sask.	76 00	Sawyer.....	Sask.	15 00
Saint Olivier.....	N.B.	20 50	Saxby.....	Sask.	31 51
Saints Anges.....	P.Q.	352 71	Saxon Hill.....	Sask.	5 42
Salaberry.....	P.Q.	63 50	Scadouc.....	N.B.	77 50
Salem.....	Ont.	262 00	Scandia.....	Alberta..	131 80
Salem.....	N.S.	304 29	Scanterbury.....	Man.	9 74
Salem Road.....	N.S.	26 40	Scapa (opened 16-12-25).....	Alberta..	101 83
Salford.....	Ont.	282 70	Scarsdale.....	N.S.	62 20
Salina.....	N.B.	12 00	Scarth.....	Man.	408 12
Salmon Bay (summer office).....	P.Q.	Nil	Scatarie Island.....	N.S.	48 51
Salmon River.....	N.B.	265 00	Schutt.....	Ont.	162 27
Salmon River Bridge.....	N.S.	108 75	Schwartz.....	P.Q.	53 00

\*Credit for new office not yet opened.

(b) For revenue see under St. John Sub-Offices.

(a) For revenue see under Sault Ste. Marie Sub-Offices.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Schyan.....	P.Q.	382 00	Shawanaga.....	Ont.	179 42
Science Hill.....	Ont.	182 31	Shaw Brook.....	N.B.	14 00
Sclater.....	Man.	396 75	Shandro.....	Alberta.	357 25
Scoble West.....	Ont.	80 90	Shay.....	Sask.	57 81
Scotch Bay.....	Man.	41 25	Sheatown.....	Ont.	10 00
Scotch Hill.....	N.S.	32 00	Sheba.....	N.B.	33 05
Scotch Hill East.....	N.S.	23 00	Shebeshekong.....	Ont.	56 75
Scotch Lake.....	N.S.	64 00	Shediac Bridge.....	N.B.	225 65
Scotch Settlement.....	N.B.	54 50	Shediac Island.....	N.B.	58 86
Scotia.....	Ont.	415 46	Shediac River (opened 15-9-25).....	N.B.	6 00
Scotland Farm.....	Man.	50 25	Shediac Road.....	N.B.	50 65
Scotty's Springs.....	Ont.	150 00	Sheerway.....	P.Q.	45 00
Scott Mills.....	N.B.	191 00	Sheet Harbour Passage.....	N.S.	181 90
Scott Road.....	N.B.	17 00	Sheffield Mills.....	N.S.	305 25
Scott Siding.....	N.B.	88 00	Sheffield Mills Station.....	N.S.	407 40
Scout Lake.....	Sask.	59 60	Sheila.....	N.B.	298 33
Scrip.....	Sask.	129 00	Shekatika Bay.....	P.Q.	10 71
Seroggie Creek (closed 30-7-25).....	Yukon.	Nil	Sheldrake.....	P.Q.	81 30
Seugog.....	Ont.	92 00	Shelley.....	B.C.	467 50
Seabrook.....	N.S.	36 00	Shell River.....	Sask.	44 25
Sea Dog Cove.....	N.B.	28 80	Shell Valley.....	Man.	142 05
Seaforth.....	N.S.	201 25	Shelter Bay.....	P.Q.	902 76
Sea Gull.....	Ont.	32 00	Shenley, East.....	P.Q.	97 50
Seal.....	Alberta.	20 50	Shenley, Nord.....	P.Q.	28 00
Seal Cove.....	P.Q.	152 70	Shenston.....	Ont.	35 25
Seal Harbour.....	N.S.	316 19	Shepenge.....	Alberta.	52 00
Seal Island.....	N.S.	40 00	Shepody.....	N.B.	102 97
Sea Otter Cove.....	B.C.	46 60	Sheppard Siding.....	Ont.	22 00
Sea Side.....	N.B.	94 00	Sheppardton.....	Ont.	260 29
Seaview.....	N.S.	85 95	Shere.....	B.C.	307 46
Seba Beach.....	Alberta.	511 27	Sheridan.....	Ont.	222 15
Sechart.....	B.C.	56 40	Shergrove.....	Man.	140 26
Second Peninsula.....	N.S.	9 00	Sherrard.....	Sask.	24 25
Sedalia (closed 31-3-26).....	Alberta.	898 13	Sherwood (closed 30-1-26).....	Ont.	97 46
*Sedalia.....	Alberta.	50 00	Sheshegwaning.....	Ont.	67 00
Seebe.....	Alberta.	368 00	Shevlin (opened 16-12-25).....	Man.	60 00
Seech.....	Man.	49 75	Shigawake East.....	P.Q.	223 25
Seely.....	Ont.	75 00	Shillingthorpe.....	Sask.	13 00
Sefferensville.....	N.S.	89 25	Shining Bank.....	Alberta.	56 60
Sellars.....	Ont.	110 00	Shinnickburn.....	N.B.	14 25
Sellarville.....	P.Q.	120 25	Ship Harbour Lake.....	N.S.	210 30
Selmah.....	N.S.	262 80	Shippigan Gully.....	N.B.	46 75
Selwood.....	N.B.	55 75	Shippigan Island.....	N.B.	125 50
Selwyn.....	Ont.	37 55	Shoal Creek.....	Alberta.	32 75
Semiwagan Ridge.....	N.B.	43 00	Shooter Hill.....	Sask.	24 25
Senkiw.....	Man.	90 30	Shorncliffe.....	Man.	16 55
Senneville.....	P.Q.	465 00	Shortdale.....	Man.	307 10
Septième Lac.....	P.Q.	29 00	Shouldice.....	Alberta.	181 00
Serath.....	Sask.	29 80	Shrewsbury.....	P.Q.	54 00
Seton Lake.....	B.C.	194 64	Shulie.....	N.S.	49 25
Setting Lake.....	Man.	155 60	Shunacadie.....	N.S.	198 61
Seven Oaks.....	B.C.	360 00	Shushartie.....	B.C.	130 43
Severn Park.....	Ont.	454 50	Sidcup.....	Alberta.	23 12
70 Mile House.....	B.C.	156 25	Sideview.....	Alberta.	13 00
Séigny.....	P.Q.	58 00	Sidney Inlet.....	B.C.	66 83
Sevogle.....	N.B.	51 00	Sienna (opened 15-2-25).....	P.Q.	20 00
Sewell Brook.....	N.B.	34 27	Sighunes.....	Man.	34 82
Sewellville.....	N.B.	40 00	Sight Point.....	N.S.	11 00
Seymour Arm.....	B.C.	138 80	Silliker's.....	N.B.	127 80
Shabaqua (opened 1-6-25).....	Ont.	108 50	Silver.....	Man.	210 75
Shad Bay.....	N.S.	43 00	Silver Bay.....	Man.	31 25
Shalalth (opened 1-11-25).....	B.C.	180 50	Silver Grove.....	Sask.	17 50
Shalka.....	Alberta.	86 50	Silver Heights.....	Alberta.	97 25
Shanawan.....	Man.	192 75	Silver Hill.....	Ont.	266 00
Shanick.....	Ont.	28 00	Silver Lake.....	Ont.	32 00
Shanklin.....	N.B.	37 00	Silver Mine.....	N.S.	20 20
Shannon.....	P.Q.	41 70	Silver Mountain (Re-opened 1-4-25).....	Ont.	80 80
Shannon.....	N.B.	389 30	Silver Plains.....	Man.	147 20
Shannonvale.....	N.B.	91 95	Silver Ridge (closed 31-10-25).....	Man.	9 29
Sharpwood.....	Man.	53 25			
Shaw.....	B.C.	88 00			

\*Credit for new office not yet opened.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Silver Stream.....	Sask.....	47 00	South Bay.....	Ont.....	116 50
Silver Valley.....	B.C.....	128 75	South Bay Mouth.....	Ont.....	114 50
Simard (closed 20-5-25).....	P.Q.....	Nil	South Beach.....	P.Q.....	59 55
Simcoe Island.....	Ont.....	49 05	South Branch.....	N.S.....	109 50
Similkameen.....	B.C.....	74 55	South Branch.....	N.B.....	45 06
Simons Valley.....	Alberta.....	3 72	South Canaan.....	N.S.....	14 00
Simpson Corner.....	N.S.....	122 25	South Clones.....	N.B.....	51 00
Simpson's Pit (closed 1-12-25).....	Ont.....	13 29	South Cove.....	N.S.....	64 50
Sinnett.....	Sask.....	125 75	South Dudswell (closed 20-11-25).....	P.Q.....	15 93
Sirko.....	Man.....	61 87	South East Passage.....	N.S.....	50 05
Sissiboo Falls.....	N.S.....	55 00	South Esk.....	N.B.....	45 00
Sisson Ridge.....	N.B.....	43 50	South Ferriby.....	Alberta.....	46 25
Six Mile Creek.....	B.C.....	145 00	Southfield.....	N.B.....	60 00
Six Nations.....	Ont.....	48 00	South Gillies.....	Ont.....	88 70
Six Portages.....	P.Q.....	25 00	South Greenwood.....	N.S.....	26 25
Six Roads.....	N.B.....	261 50	South Harbour.....	N.S.....	24 05
Skaro.....	Alberta.....	35 25	South Highlands.....	N.S.....	15 25
Skerryvore (summer office).....	Ont.....	195 00	South Ingonish.....	N.S.....	149 95
Skibo.....	Ont.....	31 23	South Ingonish Harbour.....	N.S.....	42 00
Skibbereen.....	Sask.....	11 65	South Johnville.....	N.B.....	21 00
Skidegate.....	B.C.....	174 25	South Junction.....	Man.....	381 12
Skidegate Mission.....	B.C.....	217 00	South Lancaster.....	Ont.....	489 00
Skir Dhu.....	N.S.....	46 20	South Lochaber.....	N.S.....	114 50
Skookumchuck.....	B.C.....	363 98	Southmag (summer office) (re-opened 1-9-25).....	Ont.....	48 04
Skownan.....	Man.....	30 24	South Manchester.....	N.S.....	23 75
Skull Creek.....	Sask.....	59 00	South McLellan's Mountain.....	N.S.....	25 30
Sky Glen.....	N.S.....	64 00	South Melfort.....	Sask.....	36 53
Skye Glen East.....	N.S.....	26 00	South Morlands.....	N.S.....	25 00
Skylake.....	Man.....	12 03	South Milford.....	N.S.....	343 28
Sky Mountain.....	N.S.....	12 00	South Minto.....	N.B.....	134 75
Slate Falls.....	Ont.....	21 02	South Nelson Road.....	N.B.....	125 05
Slate River Valley.....	Ont.....	95 73	South Pender.....	B.C.....	176 79
Slawa.....	Alberta.....	75 70	Southport.....	P.E.I.....	139 95
Sletten.....	Sask.....	27 40	South Port Mann.....	B.C.....	54 80
Slocan Park.....	B.C.....	163 50	South Port Morien.....	N.S.....	28 00
Sluice Point.....	N.S.....	284 00	South Quinan (opened 13-7-25).....	N.S.....	40 00
Smithfield.....	N.S.....	42 00	South Range.....	N.S.....	126 50
Smith Hill.....	Man.....	73 75	South Rawdon.....	N.S.....	191 96
Smith's.....	N.B.....	127 30	South Rhodena.....	N.S.....	35 45
Smith's Corner.....	N.B.....	60 74	South River.....	N.B.....	29 85
Smith Settlement.....	N.S.....	83 25	South River Bourgeois.....	N.S.....	87 00
Smith Town.....	N.B.....	73 75	South River Lake.....	N.S.....	91 00
Smithsville.....	N.S.....	117 60	South St. Norbert.....	N.B.....	30 00
Smoky River.....	Alberta.....	23 00	South Salt Springs.....	N.S.....	9 95
Snell.....	N.B.....	44 70	South Side Basin of River Dennis.....	N.S.....	164 00
Snider Mountain.....	N.B.....	64 55	South Side of Baddeck River.....	N.S.....	20 00
Snow Road Station.....	Ont.....	536 27	South Side of Boularderie.....	N.S.....	47 00
Snowshoe.....	B.C.....	469 62	South Star.....	Sask.....	34 62
Snowville.....	Ont.....	71 45	South Tatamagouche.....	N.S.....	19 00
Snug Harbour.....	Ont.....	45 10	South Tilley.....	N.B.....	60 00
Soapstone Mine.....	N.S.....	54 75	South Touchwood.....	Sask.....	25 65
Sober Island.....	N.S.....	113 80	South Tremont.....	N.S.....	29 00
Social Plains.....	Alberta.....	66 89	South Uniacke.....	N.S.....	173 92
Socrates.....	Sask.....	132 00	South Valley.....	Sask.....	30 00
Soda Creek.....	B.C.....	503 46	Southview.....	Sask.....	101 40
Soda Lake.....	Alberta.....	502 54	Southville.....	N.S.....	100 50
Sokal.....	Sask.....	45 99	South Waterville (closed 30-6-25).....	N.B.....	Nil
Soldier's Cove.....	N.S.....	84 50	South West Lot 16.....	P.E.I.....	26 00
Soldier's Cove West.....	N.S.....	38 00	South West Mabou.....	N.S.....	35 00
Solomon.....	P.Q.....	58 10	South West Margaree.....	N.S.....	254 80
Sonier.....	N.B.....	50 00	South West Point.....	P.Q.....	13 00
Sonningdale.....	Sask.....	228 00	South West Port Hood.....	N.S.....	51 80
*Sooke Lake.....	B.C.....	15 00	South West Port Mouton.....	N.S.....	275 30
Soperton.....	Ont.....	309 43	South West Ridge.....	N.S.....	25 00
Sopoff.....	Sask.....	67 50	Southwood.....	Ont.....	148 80
Sounding Lake.....	Alberta.....	28 60	Sowerby.....	Ont.....	128 90
Souris Valley.....	Sask.....	39 75	Spanish Ship Bay.....	N.S.....	211 50
South Alton.....	N.S.....	79 11			
South Bar of Sydney River.....	N.S.....	137 50			
South Bathurst.....	N.B.....	276 00			
South Bay.....	N.B.....	67 20			

\*Credit for new office not yet opened.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
Spapley Creek.....	P.Q.....	39 25	Stewiacke Cross Roads.....	N.S.....	145 94
Spearhill.....	Man.....	170 07	Stiles Village.....	N.B.....	32 00
Speddington.....	Sask.....	107 50	Still Water.....	N.S.....	168 50
Spence.....	Ont.....	94 00	Stillwater.....	B.C.....	904 58
Spencer's Island.....	N.S.....	367 55	Stirling.....	N.S.....	84 50
Spennymoor.....	Alberta.....	6 00	Stirling Brook.....	N.S.....	52 00
Spinney Hill.....	Sask.....	275 05	Stocks.....	Alberta.....	34 00
Spiritwood.....	Sask.....	91 00	Stoddarts (closed 28-10-25).....	N.S.....	4 08
Spooner.....	Sask.....	24 00	Stoneham.....	P.Q.....	176 50
Springbourne.....	Sask.....	30 50	Stonehenge.....	Sask.....	127 00
Springbrook.....	P.Q.....	92 30	Stonehurst.....	N.S.....	128 30
Springdale.....	Alberta.....	98 75	Stonelaw.....	Alberta.....	67 93
Springfield.....	Man.....	74 00	Stoneleigh.....	Ont.....	70 25
Springfield Park.....	P.Q.....	49 75	Stone Ridge.....	N.B.....	91 32
Spring Grove (closed 28-5-25).....	Sask.....	Nil	Stony Hill.....	Man.....	47 00
Springhaven.....	N.S.....	156 00	Stony Island.....	N.S.....	372 50
Springhouse.....	B.C.....	30 00	Stonyview.....	Sask.....	25 00
Spring Lake.....	Alberta.....	89 50	Stoppington.....	Alberta.....	31 75
Springpark.....	Alberta.....	8 00	Stormont.....	N.S.....	112 64
Spring Point.....	Alberta.....	30 00	Storeytown (closed 1-1-26).....	N.B.....	21 32
Springridge.....	Alberta.....	87 05	Stowlea.....	Sask.....	41 00
Springstein.....	Man.....	10 00	Strachan.....	Alberta.....	99 10
Springtown.....	Ont.....	39 96	Straiton.....	B.C.....	168 45
Springville.....	N.S.....	142 83	Strand.....	Sask.....	27 00
Sproul Settlement.....	N.B.....	7 00	Strange.....	Ont.....	112 27
Sprucefield.....	Alberta.....	16 75	Strathadam.....	N.B.....	93 50
Spruce Hedge.....	Ont.....	36 20	Strathnaver.....	B.C.....	43 90
Spruce Home.....	Sask.....	125 45	Strawberry Hill.....	B.C.....	192 60
Spry Harbour.....	N.S.....	247 00	Streamstown.....	Alberta.....	67 00
Spurgave.....	Man.....	95 60	Streatham.....	B.C.....	76 60
Square Hill.....	Sask.....	95 00	Strong Pine.....	Sask.....	65 01
Squilax.....	B.C.....	231 77	Stry.....	Alberta.....	70 24
Squirrel Cove.....	B.C.....	262 39	Stuart Island.....	B.C.....	118 50
Stainsleigh (closed 30-11-25).....	Alberta.....	4 49	Stubb's Bay (closed 2-8-25).....	P.Q.....	19 46
Standard Hill.....	Sask.....	27 62	Stubno.....	Alberta.....	65 95
Stand Off.....	Alberta.....	102 00	Sturgeon Landing.....	Sask.....	117 00
Stanger.....	Alberta.....	128 00	Sturgeon Point (summer office).....	Ont.....	1,014 00
Stanhope.....	P.Q.....	167 25	Sturgeon River.....	Sask.....	113 80
Stanhope.....	P.E.I.....	150 50	Sturgeonville.....	Alberta.....	51 25
Stanley House (summer office).....	Ont.....	71 20	Subrosa.....	Sask.....	58 00
Stanley Section.....	N.S.....	55 00	Suffolk Station.....	P.E.I.....	19 00
Stanleyville.....	Ont.....	167 75	Suffren.....	Man.....	54 46
Staplehurst.....	Alberta.....	27 00	Sugar Camp.....	N.S.....	43 50
Star.....	Alberta.....	57 65	Sugar Loaf.....	N.S.....	125 95
Starkey's.....	N.B.....	159 66	Sugden.....	Alberta.....	30 75
Starkville.....	Ont.....	61 00	Sullivan Lake.....	Alberta.....	120 15
Starrat.....	Ont.....	114 90	Sulphur Springs.....	Alberta.....	168 17
Station Bilodeau.....	P.Q.....	105 00	Summercove.....	Sask.....	204 00
Stauffer.....	Alberta.....	90 24	Summer Hill.....	N.B.....	98 25
Staynor Hall.....	Sask.....	50 10	Summerview.....	Alberta.....	9 50
Stream Mill Village (closed 31-10-25).....	N.S.....	14 65	Summerville.....	Ont.....	159 45
Steeledale.....	Sask.....	70 51	Summerville.....	P.E.I.....	151 25
Steele's Lake (closed 31-1-26).....	N.S.....	4 00	Summerville Centre.....	N.S.....	116 70
Steelhead.....	B.C.....	95 50	Sundance.....	Alberta.....	67 35
Steenburg.....	Ont.....	277 60	Sundown.....	Man.....	364 05
Stee Creek.....	Sask.....	127 39	Sunkist.....	Sask.....	47 56
Stee Creek.....	N.S.....	150 00	Sunland.....	Alberta.....	197 00
Steeve's Mountain.....	N.B.....	45 00	Sunny Bank.....	P.Q.....	291 00
Steeve's Settlement.....	N.B.....	59 00	Sunnybrook.....	Alberta.....	85 56
Stelcam.....	Sask.....	128 79	Sunny Corner.....	N.B.....	206 50
Stellaco.....	B.C.....	55 78	Sunnydale.....	Alberta.....	29 00
Stenson.....	P.Q.....	291 50	Sunnymead.....	Sask.....	19 00
Stephens Bay (Summer office opened 22-6-25).....	Ont.....	85 74	Sunnyside.....	N.B.....	31 26
Stetten.....	Alberta.....	12 00	Sunnywold.....	B.C.....	31 20
Stevenson Place.....	Ont.....	154 25	Sunrise.....	N.S.....	17 00
Stewartdale.....	N.S.....	24 00	Sunset Cape North.....	N.S.....	36 00
Stewartfield.....	Alberta.....	29 00	Sunset Lake.....	Sask.....	42 00
Stewart Lake.....	Man.....	63 30	Sunset Prairie.....	B.C.....	27 00
Stewarton.....	N.B.....	62 90	Sunshine.....	Ont.....	264 34
Stewart River.....	Yukon.....	135 00	Sunville.....	Man.....	21 00
Stewart Valley.....	Sask.....	286 19	Suomi.....	Ont.....	110 00
			Surge Narrows.....	B.C.....	60 50
			Surprise.....	Sask.....	85 70

\*Credit for new office not yet opened.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Suretteville.....	N.B.	55 50	Teston (closed 30-1-26).....	Ont.	46 00
Surrey.....	N.B.	594 00	Tête à la Baleine.....	P.Q.	18 00
Sutherland's River.....	N.S.	53 00	Tête Jaune Cache.....	B.C.	98 95
Sutton Bay.....	Ont.	118 00	Tewkesbury.....	P.Q.	17 00
Swansburg.....	N.S.	175 53	Tétreaultville.....	P.Q.	(a)
Swan Plain.....	Sask.	74 00	Thalberg.....	Man.	116 00
Swanson Bay.....	B.C.	242 00	The Buiffs.....	N.B.	76 40
Swarthmore.....	Sask.	32 00	The Cottages (summer office).....	Ont.	20 00
Sweenyville.....	N.B.	25 00	The Falls.....	N.S.	83 00
Sweetland.....	N.S.	25 00	The Flats (closed 14-3-25).....	Sask.	Nil
Sweet's Corners.....	N.S.	203 00	The Glades.....	N.B.	942 68
Swift Creek.....	B.C.	392 90	The Halfway.....	Man.	21 00
Sybouts.....	Sask.	33 00	The Hawk.....	N.S.	128 65
Sydney Forks.....	N.S.	84 20	The Lodge.....	N.S.	36 45
Sydney River.....	N.S.	271 50	The Narrows.....	Man.	15 75
Sylvan.....	Man.	42 70	The Points West Bay.....	N.S.	79 38
Sylvan Valley.....	Ont.	45 50	The Range.....	N.B.	134 89
Synton.....	N.B.	18 00	Theresa.....	Sask.	88 00
Syringa Creek.....	B.C.	109 13	Thériault.....	N.B.	87 75
			The Ridge.....	Ont.	82 10
Taché (opened 1-8-25).....	P.Q.	292 75	The Slash.....	Ont.	60 00
Taft.....	B.C.	167 93	The Willows.....	N.B.	110 20
Taghum.....	B.C.	81 40	Thibault.....	N.B.	42 00
Takla Landing.....	B.C.	30 00	Thibeauville.....	N.S.	81 00
Talon.....	P.Q.	57 00	Thicket Portage.....	Man.	93 00
Talbot.....	Alberta	224 18	Thistle town.....	Ont.	219 00
Talbotville Royal.....	Ont.	483 50	Thivierge.....	P.Q.	193 00
Tallman (opened 1-2-26).....	Sask.	46 00	Thomasville.....	N.S.	58 83
Tamaracouta (summer office).....	P.Q.	60 00	Thompson.....	Alberta	28 75
Tancredia.....	P.Q.	187 65	Thompson Lake.....	N.B.	10 00
Tangleflags.....	Sask.	274 00	Thorah Island (summer office).....	Ont.	20 00
Tanglefoot (closed 31-10-25).....	B.C.	98 80	Thorel House.....	Ont.	100 25
Tankville.....	N.B.	17 01	Thornbrook.....	N.B.	6 00
Tannin.....	Ont.	138 40	Thornby.....	P.Q.	38 42
Tansley.....	Ont.	137 50	Thorne Centre.....	P.Q.	24 30
Tantallon.....	N.S.	119 75	Thorsby.....	Alberta	16 50
Tarbot.....	N.S.	78 45	Three Creeks (closed 30-9-25).....	Sask.	5 82
Tarbotvale.....	N.S.	53 40	Three Brooks.....	N.B.	157 80
Tarnapol.....	Sask.	323 00	Three Fathom Harbour.....	N.S.	54 94
Tarrys.....	B.C.	140 60	Three Lakes.....	P.Q.	125 10
Tartigou.....	P.Q.	82 76	Three Valley.....	B.C.	117 10
Tashota.....	Ont.	450 50	Thunder River.....	P.Q.	252 46
Ta Ta Creek.....	B.C.	160 30	Thurston Harbour.....	B.C.	15 50
Tatamagouche Mountain.....	N.S.	65 75	Thurstonia Park (summer office).....	Ont.	293 00
Tatla Lake.....	B.C.	68 40	Thwaites.....	Ont.	41 50
Tatlock.....	Ont.	62 60	Tichborne.....	Ont.	462 39
Taunton.....	Ont.	102 00	Tiddville.....	N.S.	100 70
Taylor.....	B.C.	78 00	Tide Head.....	N.B.	177 94
Taylor's Head.....	N.S.	27 00	Tide Lake.....	Alberta	82 50
Taylor'side.....	Sask.	44 97	Tidnish Bridge.....	N.B.	160 75
Taylor Village.....	N.B.	64 00	Tidnish River.....	N.S.	59 50
Taylorville.....	Alberta	78 25	Tilley.....	N.B.	153 36
Tchesinkut Lake.....	B.C.	41 40	Tilley Station.....	Alberta	317 25
Teddington.....	Sask.	151 12	Timberlea.....	N.S.	48 50
Teepee.....	Sask.	52 15	Tinchebray.....	Alberta	14 00
Teepee Creek.....	Alberta	48 40	Tingley.....	N.B.	23 00
Telegraph Creek.....	B.C.	309 17	Tiny.....	Sask.	325 00
Telford.....	N.S.	22 30	Tionaga.....	Ont.	670 05
Temperance Vale (closed 30-6-25).....	N.B.	5 88	Tipperary.....	Man.	44 00
Temperanceville.....	Ont.	113 75	Titanic.....	Sask.	53 66
Tenby.....	Man.	230 00	Titusville.....	N.B.	130 50
Tenby Bay.....	Ont.	53 25	Tlell.....	B.C.	27 00
Tenecape.....	N.S.	61 56	Tobique Narrows.....	N.B.	27 00
Ten Mile Creek.....	N.B.	43 95	Tobique River.....	N.B.	159 50
Tennex.....	Sask.	14 50	Tod Creek.....	Alberta	101 55
Terence.....	Man.	233 41	Tolland.....	Alberta	243 50
Terence Bay.....	N.S.	126 05	Tomiko.....	Ont.	161 15
Terra Haute.....	P.Q.	123 23	Tompkinsville.....	N.S.	18 00
Terra Nova.....	N.S.	39 00	Tonkin (closed 30-4-25).....		
Terre Noire.....	N.S.	138 90	(re-opened 16-1-26).....	Sask.	29 15
			Tooleton.....	N.B.	81 00

(a) For revenue see under Montreal Sub-Offices.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Topland.....	Alberta...	26 00	Ulva.....	N.S.	47 40
Topley.....	B.C.	317 69	Umatillo.....	Man.	32 57
Torbay.....	N.S.	68 95	Umphrey.....	Sask.	46 75
Torbrook.....	N.S.	152 41	Uncas (opened 15-8-25).....	Alberta...	65 66
Torbrook East.....	N.S.	41 00	Underhill.....	N.B.	163 50
Torbrook West.....	N.S.	77 45	Undine.....	N.B.	11 00
Torlea.....	Alberta...	72 00	Union Creek.....	Ont.	108 27
Torryburn.....	N.B.	129 12	Union Mills.....	N.B.	325 00
Tothill.....	Alberta...	26 25	Union Point (opened 1-1-26).....	Man.	27 65
Touffe de Pins.....	P.Q.	109 35	Union Road.....	P.E.I.	80 55
Tourelle.....	P.Q.	397 68	Union Square.....	N.S.	46 00
Toutes Aides.....	Man.	429 05	Union Valley.....	N.S.	4 00
Tracadie Beach.....	N.B.	62 25	Uno.....	Man.	312 14
Tracadie Cross.....	P.E.I.	323 70	Uphill.....	Ont.	77 00
Tracadie Road.....	N.S.	12 00	Upper Abougoggin.....	N.B.	118 00
Trafalgar.....	Ont.	233 60	Upper Baddeck River.....	N.S.	25 85
Trait Carré.....	P.Q.	70 00	Upper Balmoral.....	N.B.	110 50
Tramore.....	Ont.	62 95	Upper Barneys River.....	N.S.	30 26
Tranter (closed 1-5-25).....	Man.	Nil	Upper Bass River.....	N.S.	57 00
Trapp Lake.....	B.C.	59 75	Upper Bay du Vin.....	N.B.	167 75
Treelon.....	Sask.	20 60	Upper Bertrand.....	N.B.	98 00
Trelydden.....	Man.	12 10	Upper Big Tracadie.....	N.S.	97 61
Tremblay Settlement.....	N.B.	36 00	Upper Blandford.....	N.S.	96 00
Tremont.....	N.S.	71 00	Upper Branch.....	N.S.	121 50
Trentham.....	Man.	23 25	Upper Brighton.....	N.B.	90 45
Trenville.....	Alberta...	21 00	Upper Buctouche.....	N.B.	59 00
Tring.....	Alberta...	215 25	Upper Burlington.....	N.S.	156 11
Trinity Valley.....	B.C.	43 50	Upper Cape.....	N.B.	77 00
Tristram.....	Alberta...	30 42	Upper Caraquet.....	N.B.	429 20
Triton Fishing Club (summer office).....	P.Q.	100 00	Upper Charlo.....	N.B.	386 00
Trois Saumons.....	P.Q.	220 80	Upper Chelsea.....	N.S.	90 50
Trois Saumons Station (opened 23-9-25).....	P.Q.	52 08	Upper Clyde River.....	N.S.	43 00
Trottier.....	P.Q.	168 80	*Upper Cole Harbour.....	N.S.	15 00
Trout Brook.....	N.B.	122 50	Upper Derby.....	N.B.	127 00
Trout Brook.....	N.S.	60 00	Upper Dorchester.....	N.B.	165 00
Trout River.....	N.S.	64 00	Upper Dover.....	N.B.	25 00
Trout Stream.....	N.B.	69 75	Upper Dundee.....	N.B.	27 00
Troy.....	N.S.	50 00	Upper Economy.....	N.S.	128 10
Truemanville.....	N.S.	39 01	Upper Falmouth.....	N.S.	220 00
Tufts Cove.....	N.S.	121 40	Upper Gaspereau.....	N.B.	34 00
Tulford Harbour.....	B.C.	191 00	Upper Glencoe.....	N.S.	20 00
Tullis.....	Sask.	373 55	Upper Glen Road.....	N.S.	103 00
Tulleymet.....	Sask.	191 00	Upper Golden Grove.....	N.B.	12 00
Tummel.....	Man.	27 00	Upper Goshen.....	N.B.	34 00
Tupper Creek.....	B.C.	28 00	Upper Grand Mira.....	N.B.	40 00
Tupperville.....	N.S.	221 50	Upper Greenwood.....	N.B.	55 35
Turgeon.....	P.Q.	88 43	Upper Hampstead.....	N.B.	49 00
Turgeon.....	N.B.	261 50	Upper Hat Creek.....	B.C.	55 00
Turkey Point (summer office) (opened 1-7-25).....	Ont.	Nil	Upper Keswick.....	N.B.	170 60
Turnerville.....	Ont.	400 91	Upper Kingsburg.....	N.S.	85 32
Turtle Beach.....	Sask.	69 05	Upper La Have.....	N.S.	254 45
Turtle Creek.....	N.B.	250 00	Upper Lakeville.....	N.S.	64 75
Turtle Lake.....	Ont.	62 90	Upper Lawrencetown.....	N.S.	5 50
Tutela.....	Ont.	(b)	Upper Leitch's Creek.....	N.S.	15 00
Tweddie Brook.....	N.B.	14 00	Upper Loch Lomond.....	N.B.	35 50
Twining.....	Alberta...	202 77	Upper Main River.....	N.B.	66 25
Twin Rock Valley.....	N.S.	30 00	Upper Margaree.....	N.S.	30 75
Twin Valley.....	Sask.	31 62	Upper Middleboro.....	N.S.	85 55
Twin River.....	Alberta...	91 20	Upper Middle River.....	N.S.	98 75
Two Hills.....	Alberta...	164 20	Upper Mills.....	N.B.	55 50
Two Rivers.....	N.S.	16 00	Upper Nappan.....	N.S.	16 20
*Tyner.....	Sask.	15 00	Upper Nelson.....	N.B.	67 00
Tyneside.....	Sask.	25 50	Upper New Cornwall.....	N.S.	81 75
Udora.....	Ont.	291 34	Upper New Harbour.....	N.S.	205 75
Ufford.....	Ont.	137 39	Upper New Horton.....	N.B.	85 00
Uhthoff.....	Ont.	227 54	Upper New Port.....	N.S.	153 66
Ukraina.....	Man.	214 85	Upper Peel (closed 1-6-25).....	N.B.	Nil
Ullswater.....	Ont.	64 00	Upper Rawdon.....	N.S.	316 00
			Upper Rexton.....	N.B.	66 25
			Upper River Dennis.....	N.S.	18 00
			Upper Rockport.....	N.B.	52 00
			Upper St. André.....	N.B.	32 00

(b) For revenue see under Brantford Sub-Offices

\*Credit for new office not yet opened.

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Upper St. Maurice.....	N.B.	21 00	Vavenby.....	B.C.	297 10
Upper Ste. Rose.....	N.B.	65 00	Vedder Crossing.....	B.C.	175 00
Upper St. Simon.....	N.B.	59 00	Veletta.....	Ont.	44 00
Upper Sheila.....	N.B.	122 50	Vendée.....	P.Q.	55 90
Upper Siegas.....	N.B.	56 25	Veneer Siding (opened 16-12-25)	N.B.	83 64
Upper Smithfield.....	N.S.	30 25	Venlaw.....	Man.	43 45
Upper South River.....	N.S.	94 00	Vennachar.....	Ont.	172 53
Upper South West Mabou.....	N.S.	29 00	Verbois.....	P.Q.	-99 00
Upper Springfield.....	N.S.	24 50	Verdant Valley.....	Alberta...	16 50
Upper Squamish.....	B.C.	19 30	Verlo (opened 1-12-25).....	Sask.	21 00
Upper Tantallon.....	N.S.	139 47	Vermilion Bay.....	Ont.	293 32
Upper Tilley Road.....	N.B.	29 00	Vernal.....	N.S.	30 00
Upper Washabuck.....	N.S.	50 00	Verndale.....	Sask.	35 51
Upper Wedgeport.....	N.S.	70 35	Vernon River.....	P.E.I.	369 70
Upper West New Harbour.....	N.S.	57 35	Vestfold.....	Man.	33 64
Upper West Pubnico.....	N.S.	238 95	Vesuvius.....	N.S.	24 75
Upper Whitehead.....	N.S.	38 05	Vianney (opened 15-10-25).....	P.Q.	38 00
Upper Wood Harbour.....	N.S.	43 00	Victoria Sub-Office No. 6.....	B.C.	(c)
Upsala.....	Ont.	489 82	Victoria Sub-Office No. 10.....	B.C.	(c)
Upsalquitch.....	N.B.	314 70	Victoria Sub-Office No. 11.....	B.C.	(c)
Urbania.....	N.S.	152 03	Victoria Beach.....	N.S.	295 05
Ursa.....	Ont.	14 46	Victoria Beach (summer office) (re-opened 4-5-25).....	Man.	790 58
Usherville.....	Sask.	36 15	Victoria Bridge.....	N.S.	47 95
Usona.....	Alberta...	79 00	Victoria Corners.....	Ont.	63 10
Vachon.....	P.Q.	119 75	Victoria Harbour.....	N.S.	48 25
Val Alain.....	P.Q.	158 75	Victoria Line.....	N.S.	24 95
Valbrand.....	Sask.	170 41	Victoria Mines.....	N.S.	127 71
Valcartier Village.....	P.Q.	300 00	Victoria Vale.....	N.S.	147 00
Val d'Amour.....	N.B.	145 00	Victory.....	N.B.	22 00
Val d'Espoir.....	P.Q.	30 00	Victory Hill.....	Sask.	31 40
Valdor.....	P.Q.	84 95	Vidir.....	Man.	89 00
Vale.....	Alberta...	25 00	Vieille Eglise.....	P.Q.	263 00
Valencay.....	P.Q.	123 20	Vien.....	P.Q.	161 00
Valenciennes.....	P.Q.	39 00	Vienneau.....	N.B.	37 00
Valentia.....	Ont.	217 85	Viewmount.....	N.S.	44 30
Vale Perkins.....	P.Q.	189 35	Vigilant.....	Sask.	12 50
Valeport.....	Sask.	110 00	Ville des Lacs.....	P.Q.	38 00
Valhalla.....	Alberta...	54 30	Village Bélanger.....	P.Q.	288 50
Valin.....	P.Q.	51 65	Villagedale.....	N.S.	76 96
Valjean.....	Sask.	303 48	Village des Chutes.....	P.Q.	49 00
Vallee Ste. Claire.....	Sask.	118 00	Village La Prairie.....	N.B.	7 10
Valleville.....	P.Q.	86 00	Village St. Augustin.....	N.B.	26 30
Valley Centre.....	Sask.	67 00	Village Ste. Croix.....	N.B.	43 00
Valley Mills.....	N.S.	25 00	Village St. Irénée.....	N.B.	18 25
Valley Station.....	N.S.	29 00	Village St. Jean.....	N.B.	18 00
Vallican.....	B.C.	105 43	Village St. Joseph.....	N.B.	18 00
Valmont.....	P.Q.	263 12	Village St. Paul.....	N.B.	27 20
Val Morin Station.....	P.Q.	415 80	Village St. Pierre.....	N.B.	34 36
Val Ombreuse.....	P.Q.	58 00	Ville Bouvier.....	Sask.	21 25
Valpoy.....	Man.	35 10	Villefranche.....	Sask.	54 33
Val St. Michel (Late Lafard) (opened 1-7-25).....	P.Q.	17 00	Ville Guay.....	P.Q.	108 00
Val Soucy.....	Alberta...	37 11	Villemay.....	P.Q.	389 31
Varnarsdol.....	B.C.	259 40	Ville Réal.....	P.Q.	39 60
Vance.....	Sask.	89 00	Villeroy.....	P.Q.	272 80
Vanbrugh.....	Ont.	38 20	Vimy Ridge.....	Ont.	268 00
Van Bruyssel.....	P.Q.	493 80	Vincennes.....	P.Q.	341 51
Vancouver Sub-Office No. 30.....	B.C.	(b)	Vinoit.....	P.Q.	49 00
Vancouver, North Arm.....	B.C.	(b)	Vinsulla.....	B.C.	70 01
Vandry.....	P.Q.	646 10	Vinton.....	P.Q.	248 20
Vandyne.....	Alberta...	24 25	Virgil.....	Ont.	168 95
Vanesti.....	Alberta...	107 25	Virginia East.....	N.S.	59 25
Vankoughnet.....	Ont.	118 76	Vivian Station.....	Man.	261 02
Vannes.....	Man.	40 00	Vogar.....	Man.	206 35
Varsity View.....	Man.	161 36	Volga (re-opened 1-4-25).....	Man.	72 00
Vassar.....	Man.	652 44	Vogler's Cove.....	N.S.	425 95
Vauban.....	P.Q.	293 00	Volmer.....	Alberta...	70 71
Vaucluse.....	P.Q.	249 00			
Vaughan.....	N.S.	173 45			
Vauquelin.....	P.Q.	17 95	Waba.....	Ont.	234 00
Vautour.....	N.B.	70 54	Wabasca.....	Alberta...	158 00
Vauvert.....	P.Q.	357 40	Wabassee.....	P.Q.	62 05

(b) For revenue see under Vancouver Sub-Offices.

(c) For revenue see under Victoria Sub-Offices.



## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Wabi-Kon (summer office) (opened 1-7-25)	Ont.	207 00	Waweig	N.B.	103 50
Wadden Cove	N.S.	11 00	Waybrook	Alberta	30 50
Wadhams	B.C.	416 00	Wayerton	N.B.	27 00
Wagarville	Ont.	127 06	Weald	Alberta	117 78
Wahstao	Alberta	84 00	Wealthy	Alberta	18 50
Waitville	Sask.	63 30	Weatherley	N.S.	64 20
Wako	Ont.	171 30	Weaver	N.B.	56 61
Walcott (opened 1-10-25)	B.C.	36 70	Weaver Settlement	N.S.	41 50
Waldeck Line	N.S.	86 00	Weaver Siding	N.B.	43 00
Walden	N.S.	50 50	Weiden	Man.	27 75
Waldensee	Man.	173 00	Weirstead	P.Q.	115 30
Walkerburn	Man.	33 80	Welland Junction	Ont.	216 90
Walkers Cutting	P.Q.	90 75	Wellfield Settlement	N.B.	14 00
Walkers Point	Ont.	150 03	Welling	Alberta	118 00
Walkerville	N.S.	87 25	Wellington	N.S.	122 75
Walkleyburg	Man.	25 00	Wellington Station	N.S.	78 50
Wallace Highlands	N.S.	28 50	Wells	N.B.	40 00
Wallace Mill	P.Q.	38 00	Wellsbrook	N.B.	48 65
Wallace Station	N.S.	259 00	Wellsdale	Alberta	72 00
Wallard	Sask.	215 89	Wellsville	Alberta	21 05
Wallbrook	N.S.	54 00	Wenham Valley	Alberta	32 50
Wallmore	Man.	12 00	Weno	Alberta	70 00
Walnut Grove	B.C.	120 34	Wensley	Ont.	112 01
Wampum	Man.	74 00	Wentworth	N.S.	110 23
Wamsley	Ont.	49 50	Wentworth Creek	N.S.	25 00
Wandsworth	Sask.	31 00	Wentworth Station	N.S.	439 94
Wanganui	Sask.	16 00	Wentzell's Lake	N.S.	80 00
Wanikewin (summer office)	Ont.	20 00	Wesleyville	Ont.	130 00
Waniska	Sask.	40 50	West Advocate	N.S.	73 11
Wapah	Man.	52 00	West Alba	N.S.	60 25
Wapashoe	Sask.	26 25	West Apple River	N.S.	17 55
Wapske	N.B.	369 50	Westasta Valley	Sask.	21 00
Warburg	Alberta	78 20	West Aylwin	P.Q.	179 30
Wardrop	Ont.	257 00	West Baccaro	N.S.	44 74
Ward's Brook	N.S.	302 95	West Bay Centre	N.S.	81 00
Warmley	Sask.	37 77	West Bay Road	N.S.	429 11
Warrensville	Alberta	9 00	West Berlin	N.S.	161 95
Warwick	Alberta	360 00	West Branch, St. Nicholas River	N.B.	116 57
Wasaga Beach	Ont.	765 50	Westbridge	B.C.	280 00
Wasol	Alberta	81 00	Westbrook	N.S.	398 50
Washabuck Bridge	N.S.	12 00	Westbury Basin	P.Q.	
Washabuck Centre	N.S.	41 00	West Caledonia	N.S.	69 95
Wasing	Ont.	46 00	Westchester	N.S.	21 00
Washagami (opened 22-7-25)	Ont.	61 90	Westchester Lake	N.S.	16 00
Wastina	Alberta	87 15	West Chezsetcook	N.S.	206 00
Watabeag	Ont.	54 00	West Clifford	N.S.	71 39
Waterfield	Sask.	62 48	Westcock	N.B.	67 50
Waterford	N.S.	115 80	West Cook's Cove	N.S.	40 70
Waterford	N.B.	108 90	Westcott	Alberta	60 25
Waterhen	Man.	30 50	West Demars	B.C.	222 00
Waterloo	N.S.	42 70	West Devon	P.E.I.	247 10
Waternish	N.S.	72 00	West Ditton	P.Q.	15 01
Waters	Ont.	75 40	Westerdale	Alberta	66 20
Waterside	N.S.	52 00	West Erinville	N.S.	70 20
Waterton Park	Alberta	355 76	Westerham	Sask.	122 00
Watervale	N.S.	52 00	Westerleigh	Sask.	16 25
Watford	N.S.	56 50	Westerly	N.S.	15 05
Watling	N.B.	21 75	Western Head	N.S.	88 00
Watt Lake	Alberta	23 55	Westfield	N.S.	60 45
Watts	Alberta	392 50	Westfield Centre	N.B.	331 70
Watun River	B.C.	24 25	West Flamborough	Ont.	201 80
Watt Section, Sheet Harbour	N.S.	183 50	West Glassville	N.B.	66 85
Wattsford	Alberta	50 00	West Glenmount	N.S.	41 25
Waubamick	Ont.	138 25	West Gravenhurst	Ont.	189 28
Waugh	N.B.	129 00	West Guildford	Ont.	235 50
Waugh	Alberta	255 60	Westhazel	Sask.	71 95
Waugh's River	N.S.	103 00	West Head	N.S.	366 95
Waupoos	Ont.	307 25	West Jeddore	N.S.	171 95
Waverley	Ont.	291 08	Westlake	Sask.	21 25
Wavy Bank	Man.	21 95	West Lakevale	N.S.	16 00
Wawashkesh (summer office)	Ont.	410 00	West Lawrencetown	N.S.	77 50

## Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
West Liscomb.....	N.S.	49 85	Widewater.....	Alberta...	501 16
West Lochaber.....	N.S.	11 00	Wiggins.....	Sask.	56 75
West Mabou Harbour.....	N.S.	12 00	Wikwemikong.....	Ont.	152 74
West Middle Sable.....	N.S.	95 12	Wilbert (closed 13-5-25).....	Sask.	Nil
Westmount North (opened 1-10-25).....	N.S.	49 00	Wilburn.....	N.S.	35 00
West Newdy Quoddy.....	N.S.	215 85	Wild Horse (Late Sage Creek) (opened 1-2-26).....	Alberta...	31 77
West Northfield.....	N.S.	152 96	Wildmere.....	Alberta	214 09
West Petpeswick.....	N.S.	37 10	Wild Rose.....	Sask.	109 75
West Plains.....	Sask.	70 90	Wile Settlement.....	N.S.	26 00
West Point.....	Sask.	72 06	Wileville.....	N.S.	14 00
West Port Clyde.....	N.S.	81 60	Wilfrid.....	Ont.	188 54
West Quaco.....	N.B.	325 54	Willard.....	Man.	13 30
West River.....	N.B.	63 00	Willard Mills (closed 20-11-25).....	P.Q.	12 92
West Roachvale.....	N.S.	52 75	Willesden Green.....	Alberta...	43 50
West Rosaireville.....	N.B.	49 75	William.....	P.Q.	72 00
West St. Andrews.....	N.S.	23 00	Williamsdale.....	N.S.	35 00
West Side of Middle River.....	N.S.	92 50	Williams Point.....	N.S.	25 00
West Springhill.....	N.S.	22 50	Willisville.....	Ont.	188 25
West Tarbot.....	N.S.	30 00	Willoughby.....	B.C.	116 00
Westward Ho.....	Alberta...	122 60	Willowdale.....	Ont.	1,675 41
West Waterville (closed 1-7 25).....	N.B.	Nil	Willowdale.....	N.S.	40 87
West Wingham.....	Alberta...	50 00	Willowfield.....	Sask.	22 00
Wexford.....	Ont.	49 04	Willowford.....	B.C.	73 00
Weymouth Falls.....	N.S.	43 00	Willow Grove.....	N.B.	41 00
Weymouth Mills.....	N.S.	175 30	Willow Hill.....	Sask.	21 00
Whalen Island (summer office).....	Ont.	134 00	Willowlea.....	Alberta...	99 90
Wharnciffe.....	Ont.	139 00	Willow River.....	B.C.	773 15
Wharton.....	N.S.	28 00	Willowvale.....	Sask.	54 35
Whatcheer.....	Alberta...	42 20	Willowview.....	Man.	28 50
Wheat Centre.....	Alberta...	71 85	Wilmot Valley.....	P.E.I.	111 40
Wheatley River.....	P.E.I.	91 60	Wilson.....	Ont.	69 19
Wheaton Mills.....	N.B.	54 00	Wilson Cove.....	N.S.	29 30
Wheaton Settlement.....	N.B.	63 00	Wilson Creek.....	B.C.	123 40
Wheatstone (opened 1-12-25).....	Sask.	64 00	Wilson Lake.....	Sask.	122 00
White.....	Ont.	22 79	Wilson Landing.....	B.C.	39 72
Whitebeech.....	Sask.	76 00	Wilson's Corners.....	P.Q.	168 65
White Deer.....	P.Q.	130 25	Wilson's Mills.....	P.Q.	39 00
White Fish Lake.....	P.Q.	32 00	Wilson's Point.....	N.B.	23 25
White Fox.....	Sask.	63 47	Wimmer.....	Sask.	342 94
Whitehall.....	Ont.	44 00	Windigo.....	P.Q.	513 75
White Head Percé.....	P.Q.	230 37	Windsor Junction.....	N.S.	418 90
White Lake (closed 31-3-25).....	B.C.	Nil	Windsor Lake.....	Sask.	46 25
Whitemud.....	Sask.	10 75	Windygates.....	Man.	119 98
White Point.....	N.S.	33 05	Windy Lake.....	Ont.	160 86
White Rapids.....	N.B.	34 70	Wine Harbour.....	N.S.	143 25
White Rock Mills.....	N.S.	272 80	Wine River.....	N.B.	33 51
White's Brook.....	N.B.	311 86	Wingard.....	Sask.	127 00
White's Corner.....	N.S.	62 50	Wingle.....	Ont.	61 90
White's Cove.....	N.B.	113 06	Wingello.....	Sask.	50 00
Whiteside.....	Ont.	173 60	Winnipeg, Derry.....	Man.	(a)
Whiteside.....	N.S.	106 45	Winnitoba.....	Man.	3 85
White's Lake.....	N.S.	59 75	Winsloe.....	P.E.I.	201 00
White's Mills.....	N.B.	33 50	Winslow South.....	P.Q.	21 45
White's Mountain.....	N.B.	15 00	Winterburn.....	Alberta...	194 52
White Settlement.....	N.B.	28 00	Winthorpe.....	Sask.	111 00
Whitestone.....	Ont.	179 38	Winton.....	Sask.	22 00
White Sulphur.....	B.C.	256 50	Wisdom.....	Alberta...	33 00
White Star.....	Sask.	50 00	Wishart.....	Sask.	280 50
Whitewood Grove.....	Ont.	119 70	Wishart Point.....	N.B.	86 50
Whitewood Hills.....	Sask.	19 50	Wisla.....	Man.	44 50
Whitney.....	N.B.	157 00	Wiste.....	Alberta...	181 56
Whittome.....	Sask.	268 75	Wittenburg.....	N.S.	90 20
Whitworth.....	P.Q.	168 30	Wiwa Hill.....	Sask.	74 55
Whycomomagh Bay (North side).....	N.S.	16 00	Woermke.....	Ont.	38 99
Whycomomagh Mount.....	N.S.	3 00	Wolf Creek.....	Alberta...	242 55
Whycomomagh Portage.....	N.S.	16 00	Wolfe.....	Sask.	372 53
Whytecliffe.....	B.C.	192 50	Wolf Lake.....	P.Q.	181 24
Whytewold.....	Man.	257 50	Woman River.....	Ont.	327 75
Wickham.....	N.B.	141 50	Wood.....	Ont.	37 00
Widewind.....	Sask.	192 97	Wood Bay.....	Man.	207 50
			Woodbend.....	Alberta...	25 60
			Woodbine.....	N.S.	17 52
			Woodbourne.....	N.S.	31 00

(a) For Revenue see under Winnipeg Sub-Offices.



Non-Accounting Post Offices—*Concluded*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Woodfield.....	N.S.	34 50	Wynot.....	Sask.	136 61
Woodfield (closed 1-5-25).....	Man.	Nil	Wyse's Corner.....	N.S.	84 00
Woodglen.....	Alberta...	18 10	Wyvern.....	N.S.	54 00
Woodington.....	Ont.	173 50	Yankee Harbour.....	N.S.	15 00
Woodland Bay.....	P.Q.	69 00	Yarm.....	P.Q.	88 35
Wood Island.....	N.B.	31 00	Yarmouth Centre.....	Ont.	95 50
Wood Island West.....	P.E.I.	21 00	Yarrow.....	B.C.	149 86
Wood Lake.....	N.B.	12 00	Yates.....	Alberta...	42 50
Woodmore.....	Man.	140 80	Yearley's.....	Ont.	89 50
Woodpecker.....	B.C.	131 75	Yeoman's.....	Sask.	137 10
Wood Point.....	N.B.	162 50	Yone.....	N.B.	20 00
Woodridge.....	Man.	509 55	York Centre.....	P.Q.	175 00
Wood River.....	Alberta...	47 68	York Mills.....	Ont.	164 01
Woodroffe.....	Ont.	436 51	*Youbon.....	B.C.	25 00
Woodroyd.....	Man.	20 00	Youghall.....	N.B.	18 00
Woodside.....	P.Q.	60 30	Young's Cove.....	N.B.	180 00
Woodside.....	N.B.	81 55	Ypres.....	Sask.	91 00
Woodvale.....	N.S.	60 10	Zalicia.....	Man.	87 40
Woodville.....	N.S.	45 72	Zant.....	Man.	80 88
Woodville.....	N.B.	12 00	Zawale.....	Alberta...	138 21
Woodward's Cove.....	N.B.	338 00	Zbaraz.....	Man.	30 00
Wordsworth.....	Sask.	388 75	Zelena (opened 1-6-25).....	Man.	110 00
Woolchester.....	Alberta...	40 50	Zenon Park.....	Sask.	332 00
Wreck Cove.....	N.S.	87 95	Zeta.....	Ont.	13 00
Wrightville.....	Sask.	31 00	Zetland.....	Alberta...	180 25
Wrigley.....	Alberta...	Nil	Zhoda.....	Man.	46 10
Wyborn.....	Ont.	66 75	Zincton.....	B.C.	172 00
Wyatt Bay.....	B.C.	432 18	Ziska.....	Ont.	106 40
Wycollar.....	Sask.	45 87	Zoldovara.....	Alberta...	10 50
Wyecombe.....	Ont.	254 26	Zoria.....	Man.	28 50
Wylie.....	Ont.	96 00			

\*Credit for new office not yet opened.





DOMINION OF CANADA

REPORT

OF THE

MINISTER OF PUBLIC WORKS

ON THE

WORKS UNDER HIS CONTROL

FOR THE

FISCAL YEAR ENDED MARCH 31

1926

Submitted in Accordance with the Provisions of Chapter 39, Section 34, of the  
Revised Statutes of Canada



OTTAWA  
F. A. ACLAND  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1926

REPORT OF THE

COMMISSIONER

OF THE

# MINISTER OF PUBLIC WORKS

OF THE

PROVINCE OF ONTARIO

FOR THE

FINANCIAL YEAR ENDING MARCH 31

1926

PRINTED BY THE GOVERNMENT OF ONTARIO, TORONTO, 1926



THE GOVERNMENT OF ONTARIO



*To His Excellency the Right Honourable Viscount Willingdon, G.C.S.I., G.C.  
M.G., G.C.I.E., G.B.E., Governor General and Commander in Chief of the  
Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to lay before Your Excellency the Report of the Department of Public Works of Canada, for the fiscal year ended March 31, 1926.

I have the honour to be, sir,

Your Excellency's most obedient servant,

J. C. ELLIOTT,

*Minister of Public Works.*

OTTAWA, November 9, 1926.

## CONTENTS

REPORTS OF:—	PAGE
DEPUTY MINISTER.....	1
CHIEF ARCHITECT.....	10
CHIEF ENGINEER.....	25
GENERAL SUPERINTENDENT OF TELEGRAPHS.....	100
CHIEF ACCOUNTANT.....	113
SOLICITOR.....	168
NATIONAL GALLERY.....	188



# ALPHABETICAL INDEX TO REPORT

Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>A</b>		<b>A</b>	
Accountant's Report .....	113	Athabaska Landing, Alta., public buildings .....	137
Accounts Branch—Outside service...	165	Athens, Ont., public building.....	126
Acton, Ont., public building.....	126	Atikokan River, Ont. (see River Atikokan) .....	77, 159
Acton Vale, P.Q., public building....	117	Atlin, B.C., post office.....	140
Agassiz, B.C., experimental farm.....	140	Aultsville, Ont., wharf.....	157
Alberta, telegraphs .....	108, 165	Aurora, Ont., public building.....	126
Alberton, P.E.I., wharf.....	149	Avonport, N.S., wharf.....	25, 145
Alert Bay, B.C., float.....	76, 160	Ayer's Cliff, P.Q., wharf.....	58, 152
Alexandria, Ont., public building....	126	Aylmer, Ont., public building.....	126
Alice Arm, B.C., float.....	76, 160	Aylmer, P.Q., post office.....	117
Almonte, Ont., public building.....	126	Aylmer, P.Q., wharf.....	58, 152
Amherst, N.S., public buildings.....	113	<b>B</b>	
Amherstburg, Ont., public building....	126	Back Bay, N.B., wharf.....	43, 150
Amherst Harbour, P.Q.....	58, 152	Baddeck, N.S., public building.....	11, 113
Amherst Point, N.S., wharf.....	34, 145	Baddeck, N.S., wharf.....	34, 145
Amiro's Hill, N.S., wharf.....	34, 145	Bagotville, P.Q., wharf.....	43, 152
Amos, P.Q., wharf.....	58, 152	Baie des Sables, P.Q., wharf (see Sandy Bay) .....	44, 157
Anderson's Cove, N.S.....	77, 145	Baie St. Paul, P.Q.....	44, 152
Angus, Camp Borden, Ont.....	126	Bailey's Brook, N.S., piers.....	25, 145
Annapolis, N.S., public building.....	113	Balfour, B.C., wharf.....	76, 160
Annapolis Royal, N.S., wharf.....	34, 145	Bamfield, B.C., public building.....	140
Annieville Bar, B.C. (see Fraser River)		Bamfield East, B.C., wharf.....	160
Anse à Beaufile, P.Q.....	49, 82, 152	Bamfield West, B.C., float.....	76, 160
Anse à Fougère, P.Q.....	77, 152	Banff, Alta., military buildings.....	137
Anse à Gilles, P.Q., wharf.....	43, 152	Barachois de Malbaie, P.Q., break-water-wharf .....	58, 152
Anse à la Barbe, P.Q., breakwater (see Gascons West).....	47, 152	Barker's, N.B., wharf.....	43, 150
Anse à l'Îlot, P.Q. (see Chandler)		Barnston Island, B.C., wharf.....	76, 160
Anse à Louise, P.Q.....	77, 152	Barraute, P.Q. (see Rivière Laflamme)	
Anse à L'Ours (Gascons), P.Q., wharf.	58, 152	Barrie, Ont., public building.....	17, 126
Anse aux Gascons, P.Q., wharf.....	152	Barrie, Ont., wharf.....	67, 157
Anse aux Griffons, P.Q., wharf.....	77, 152	Barrington Cove (Sydney Mines), N.S., wharf .....	34, 145
Anse à Valteau, P.Q., breakwater....	58, 152	Barrington Passage (Shelburne Co.), N.S., wharf .....	34, 145
Anse des Whalen, P.Q. (see Cap des Rosiers) .....	45, 152	Bassano, Alta., public building.....	20, 137
Anse St. Jean, P.Q., wharf.....	43, 152	Bass River, N.S., wharf.....	25, 145
Anse Tadoussac, P.Q. (see Tadoussac)		Bathurst, N.B., public buildings.....	13, 115
Anticosti, P.Q., telegraphs.....	107, 165	Bathurst, N.B., wharf.....	43, 150
Antigonish, N.S., harbour channel....	145	Batiscan, P.Q., jetty.....	44, 152
Antigonish, N.S., public building.....	11, 113	Battleford, Sask., public building....	20, 135
Arcadia, N.S., wharf.....	34, 145	Bay du Vin, N.B., wharf.....	43, 150
Argenta, B.C., wharf.....	76, 160	Bayfield, N.S., breakwater.....	145
Arichat, N.S., public building.....	34, 113	Bayfield, Ont., pier.....	67, 157
Arichat, N.S., wharf.....	145	Bay of Fundy, telegraphs.....	106, 165
Arisaig, N.S., wharf.....	145	Bayport, N.S., wharf.....	25, 145
Armstrong (Beauce Co.), P.Q., immi-gration office .....	117	Bay St. Lawrence, N.S., breakwater..	25, 145
Arnprior, Ont., public building.....	126	Bayswater, N.B., ferry landing.....	151
Arnprior, Ont., wharf.....	157	Bayview, P.E.I., wharf.....	37, 149
Arrow Lakes, B.C.....	160	Bear Cove, N.S., breakwater.....	34, 145
Arrow Park, B.C., wharf.....	76, 160	Beaton, B.C., wharf.....	76, 160
Art Gallery .....	8, 125, 188	Beauharnois, P.Q., post office.....	117
Arthabaska, P.Q., post office.....	117		
Asbestos, P.Q., post office.....	117		
Ashcroft, B.C., public building.....	22, 140		
Ashcroft-Dawson, telegraphs .....	165		
Aspy Bay, N.S. (see Dingwall)			

Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>B</b>		<b>B</b>	
Beaumaris, Ont., wharf.....	67, 157	British Columbia, telegraphs.....	108, 165
Beauport, P.Q., wharf.....	53, 152	Broad Cove Marsh, N.S., wharf.....	34, 145
Beaver Harbour, N.B., wharf.....	37, 14, 150	Brockville, Ont., post office.....	126
Beaver Harbour, N.S., wharf.....	34, 145	Bromptonville, P.Q., post office.....	117
Beaverlodge, Alta., experimental station .....	138	Bronte, Ont., wharf.....	59, 157
Beaver Point, B.C., wharf.....	76, 160	Brownsburg, P.Q., post office.....	117
Beaverton, Ont., wharf.....	67, 157	Brown's Flats, N.B., wharf.....	43, 150
Bedford, P.Q., post office.....	117	Brown's Island, P.Q., wharf.....	45, 152
Beebe Junction, P.Q., immigration building .....	117	Bruce Mines, Ont., wharf.....	67, 157
Bellerive, P.Q. (Hurteau wharf)....	58, 152	Brudenell, P.E.I., wharf.....	37, 149
Belle River, Ont. ....	67, 77, 157	Brussels, Ont., post office.....	17, 126
Belleville, Ont., public buildings....	17, 126	Bryant's Landing, P.Q., wharf.....	58, 152
Belleville, Ont., wharf.....	67, 157	Buckingham, P.Q., public building..	15, 117
Belliveau's Cove, N.S., breakwater..	34, 145	Buctouche, N.B. ....	150
Belliveau, N.B., wharf.....	43, 150	Buildings under lease.....	181
Bells' Channel, N.S. (see La Have)..	77, 146	Burdwood Bay, B.C., float.....	76, 160
Belœil, P.Q. ....	152	Burford, Ont., post office.....	126
Belœil Station, P.Q., wharf.....	44, 152	Burk's Head, N.S., wharf.....	34, 147
Belœil Village, P.Q., wharf.....	152	Burleigh Falls, Ont. ....	157, 167
Belyea's Cove, N.B. (see Webster's)..		Burlington, Ont., breakwater.....	157
Bentinck Island, B.C., lazaretto.....	20, 140	Burlington, Ont., military hospital..	126
Bersimis, P.Q. ....	77, 152	Burlington Centre, N.S., wharf.....	25, 145
Berthier (en bas) P.Q. ....	58, 152	Burlington Channel, Ont. ....	59, 157
Berthierville (Berthier), P.Q. ....	44, 77, 78, 152	Burlington Lower, N.S., wharf (see Lower Burlington) .....	26, 146
Berthierville, P.Q., post office.....	117	Burn's, N.B., wharf.....	38, 150
Bic, P.Q. ....	44, 78, 152	Burnt Church, N.B., wharf.....	38, 150
Big Bay Point, Ont., wharf.....	67, 157	Burrard Inlet, B.C., bridge.....	164
Biggar, Sask., armoury.....	135	Burton, B.C., wharf.....	76, 160
Big George Island, Man. ....	159	Burton, N.B., wharf.....	43, 150
Black Island, Man. ....	159	Burton Court House, N.B., wharf...	43, 150
Black Point, N.S. ....	25, 145	Byng Inlet, Ont. ....	78, 158
Black's Harbour, N.B., wharf.....	37, 150		
Blairmore, Alta. ....	69, 160	<b>C</b>	
Blandford, N.S. ....	145	Cabano, P.Q., wharf.....	58, 152
Blind River, Ont. ....	59, 78, 157	Cable Ship Tyrian.....	110, 165
Blooming Point, P.E.I., wharf.....	149	Cacouna, P.Q., wharf.....	45, 152
Blue Rocks, N.S. ....	78, 145	Cacouna East, P.Q., wharf.....	58, 152
Blubber Bay, Texada Island, B.C., wharf .....	70, 160	Caledonia, Ont., armoury.....	126
Boischatel, P.Q., wharf.....	152	Calgary, Alta., military building.....	138
Boisvenu & Plouffe's Landings (Rivière du Lièvre), P.Q. ....	152	Calgary, Alta., public buildings....	20, 138
Bonaventure, P.Q. ....	45, 152	Calumet-Bryson, P.Q., bridge.....	58, 164
Boswell, B.C., wharf.....	76, 160	Cambridge, N.B., wharf.....	43, 150
Bowen Island, B.C., float.....	76, 160	Campbellford, Ont., armoury.....	126
Bowmanville, Ont. ....	157	Campbell River, B.C., float and wharf.	70, 160
Bowmanville, Ont., public buildings..	126	Campbellton, N.B. ....	38, 78, 150
Bracebridge, Ont., breakwater.....	157	Campbellton, N.B., public buildings..	115
Bracebridge, Ont., public building....	126	Camp Borden (see Angus).....	
Brae Harbour, P.E.I., breakwater....	35, 149	Campobello Island, N.B., public building .....	115
Brampton, Ont., public buildings....	24, 126	Canada Creek, N.S., breakwater....	26, 145
Brandon, Man., experimental farm....	133	Canning, public building (site)....	113
Brandon, Man., public buildings....	19, 21, 133	Canoe Pass, B.C. ....	70, 160
Brantford, Ont., public buildings....	17, 126	Canora, Sask., public buildings....	135
Bridgeburg, Ont., public building....	15, 126	Canso, N.S., public building.....	113
Bridges and Roads .....	164, 166	Cap à la Baleine, P.Q. ....	78, 152
Bridgetown, N.B. (see Newcastle)..	84, 151	Cap à l'Aigle, P.Q., wharf.....	58, 152
Bridgetown, N.S., public building (site)	113	Cap aux Os, P.Q. ....	78, 152
Bridgewater, N.S., public building....	11, 113	Cap Chat, P.Q. ....	58, 152
Brighton, Ont., public buildings....	126	Cap de la Madeleine, P.Q., post office.	117
Brighton Beach, B.C., float.....	76, 160	Cap de la Madeleine, P.Q., wharf....	45, 152
		Cap des Rosiers, P.Q. ....	45, 78, 79, 152
		Cap Rouge, P.Q., experimental farm..	117



Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>C</b>		<b>C</b>	
Cap St. Ignace, P.Q., wharf.....	45, 152	Chipman, N.B., public building.....	11, 116
Cape Bald, N.B. ....	38, 78, 150	Chipman, N.B., wharf.....	43, 150
Cape Breton, N.S., telegraphs.....	106, 165	Chipman's Brook, N.S., breakwater- wharf .....	34, 145
Cape Cove, P.Q.....	58, 79, 152	Chocolate Cove, N.B., wharf.....	43, 150
Cape Croker, Ont., wharf.....	67, 158	Choisy (Graham's), P.Q., wharf.....	58, 153
Cape Ray, telegraphs.....	165	Church Point, N.S., breakwater....	34, 145
Cape Tormentine, N.B.....	150	Chute à Blondeau, Ont., wharf.....	60, 158
Caraquet, N.B., wharves.....	43, 150	Civil Government .....	165
Carberry, Man., public building.....	133	Claresholm, Alta., military building..	138
Cardinal, Ont., post office.....	126	Clark's Harbour, N.S., post office...	113
Caribou Island, N.S., breakwater....	34, 145	Clayoquot, B.C., wharf.....	70, 160
Carleton, P.Q.....	58, 152	Clinton, Ont., public buildings.....	18, 127
Carleton Place, Ont., public building.	127	Cloverdale, B.C., immigration build- ing .....	140
Carman, Man., public buildings.....	19, 133	Coal tenders, advertising.....	144
Carr's Brook, N.S., breakwater.....	34, 145	Coaticook, P.Q., public building....	118
Cary's Passage (Richmond Co.), N.S.	79, 145	Cobalt, Ont., post office.....	127
Caughnawaga, P.Q.....	45, 152	Cobourg, Ont. ....	60, 79, 158
Cayuga, Ont., post office.....	17, 127	Cobourg, Ont., public building.....	127
Cedar Crook, B.C., wharf.....	160	Cocagne, N.B., wharf.....	43, 150
Celista, B.C., wharf.....	70, 160	Cocagne Cape, N.B., wharf.....	43, 150
Centre Burlington, N.S. (see Burling- ton Centre) .....	25, 145	Cockburn Island, Ont., wharf.....	67, 158
"Champlain" Dry Dock.....	97, 154, 167	Colborne, Ont., armoury.....	127
Champlain, P.Q., wharf.....	58, 152	Cole's Point, N.B., wharf.....	38, 150
Chandler, P.Q., wharf.....	152	Collection of Public Works Revenue	165
Chapel Cove, N.S., beach protection.	26, 145	Collingwood, Ont. ....	60, 79, 158
Chapleau, Ont., post office.....	127	Collingwood, Ont., public buildings.	127
Charlemagne, P.Q.....	152	Columbia River, B.C.....	71, 160
Charlottetown, P.E.I.....	149	Comeau's Hill, N.S., wharf.....	34, 145
Charlottetown, P.E.I., experimental farm .....	115	Como, P.Q. ....	153
Charlottetown, P.E.I., public buildings	11, 115	Comox, B.C., public building.....	140
Chase, B.C.....	79	Comox, B.C., wharf.....	71, 160
Chase's Point, N.B. (see Gunter's)....		Compton, P.Q., post office.....	118
Château Richer, P.Q.....	45, 79, 152	Contracts let.....	168
Chatham, N.B. ....	43, 79, 150	Contrecoeur, P.Q., wharf.....	46, 153
Chatham, N.B., public building.....	11, 116	Cookshire, P.Q., public building....	118
Chatham, N.B., quarantine station...	116	Corkum's Island, N.S.....	145
Chatham-Escuminac, telegraphs.....	106, 165	Cornwall, Ont., public buildings....	127
Chatham, Ont. ....	59, 158	Cortéreal (St. Majorique), P.Q., bridge .....	46, 164
Chatham, Ont., public buildings....	17, 127	Coteau Landing, P.Q., wharf.....	58, 153
Chauvin, Alta., military building.....	138	Courtenay, B.C., public building....	20, 140
Chebogue Harbour, N.S., breakwater.	26, 145	Courtenay Bay (St. John), N.B.....	88, 151
Cheggogin, N.S.....	79, 145	Courtenay River, B.C. ....	79, 80, 161
Chenal Ecarté, Ont.....	79	Coutts, Alta., immigration building.	20, 138
Chesley, Ont., public building.....	18, 127	Cowan Lake and River, Sask.....	69, 160
Chester, N.S., wharf.....	145	Cow Bay (Port Morien), N.S., break- water .....	26, 145
Chester Canal, N.S.....	34, 79, 145	Cowichan Lake, B.C.....	80, 161
Chéticamp, N.S. (see Eastern Har- bour) .....		Cracroft, B.C., float.....	76, 161
Chéticamp Point, N.S., wharf.....	26, 145	Cranbrook, B.C., public buildings..	22, 140
Chéverie, N.S., wharf.....	26, 145	Craven Dam, Sask.....	160
Chezzevcook East, N.S. (see Graff Beach) .....	79, 146	Crawford Bay, B.C., float.....	71, 161
Chicoutimi, P.Q., public building....	15, 117	Cregnish, N.S., wharf.....	34, 145
Chicoutimi, P.Q., wharf.....	58, 152	Crescent Bay (West Kootenay), B.C.	76, 161
Chicoutimi Basin, P.Q., wharf.....	45, 152	Cris Cove (Annapolis Co.), N.S., breakwater .....	145
Chief Accountant, report.....	113	Crofton, B.C., wharf.....	76, 161
Chief Architect, report.....	10	Croft's Cove, N.S., wharf.....	34, 145
Chief Engineer, report.....	25	Cross Point, P.Q.....	46, 80, 153
Chilliwaak, B.C. (see Fraser River)...	76, 161	Cumberland, B.C., public building..	22, 140
Chilliwaak, B.C., public building....	22, 140	Cumberland, Ont., wharf .....	60, 158
Chimney Corner, N.S., wharf.....	145	Cumberland Lake, Sask.....	160
China Point, P.E.I., wharf.....	35, 149		

Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>D</b>		<b>E</b>	
D'Aiguillon, P.Q., pier (see Seal Rock) .....	46, 157	Eastern Points, N.S. ....	145
Daisy Bay, B.C., float .....	76, 161	East River, N.S. ....	80, 145
Dalhousie, N.B., post office .....	116	East Robson, B.C., wharf .....	76, 161
Dalhousie, N.B., wharves .....	39, 150	East Ship Harbour, N.S., wharf .....	145
Danville, P.Q., post office .....	13, 118	East Templeton, P.Q., wharf .....	58, 153
Dartmouth, N.S., pier .....	145	Echourie, P.Q. ....	153
Dartmouth, N.S., public buildings ..	113	Ecum Secum (Antigonish-Guysborough), N.S., wharf .....	27, 146
Dauphin, Man., public buildings .....	19, 133	Ecum Secum, N.S. (Halifax Co.), wharf .....	146
Dauphin Beach, Man., wharf .....	68, 159	Edgewood, B.C., float and wharf .....	76, 161
Deer Park, B.C., wharf .....	71, 161	Edmonton, Alta., public buildings .....	20, 138
Delap's Cove, N.S., wharf .....	34, 145	Edmonton South, Alta., public buildings .....	20, 139
Delta, Man. ....	68, 159	Edmundston, N.B., bridge .....	164
Denman Island, B.C., landing slip ..	71, 161	Edmundston, N.B., public buildings ..	11, 116
Deputy Minister's report .....	1	Edson, Alta., immigration building ..	139
Descente des Femmes, P.Q., wharf ..	50, 153	Eganville, Ont., public building .....	127
Deschailions (St. Jean), P.Q., wharf ..	58, 88, 153	Elbow, River, Alta. ....	69, 160
D'Escousse, N.S., wharf .....	34, 145	Elmira, Ont., public building .....	17, 127
Deseronto, Ont., public building .....	127	Elora, Ont., post office .....	127
Deseronto, Ont., wharf .....	60, 158	Emerson, Man., public buildings .....	19, 134
Des Islets, P.Q. ....	80, 154	Entrance (West Edmonton), Alta., forestry office .....	139
Desjardins, P.Q., wharf .....	46, 153	Escuminac, N.B., breakwater .....	150
Des Joachims, P.Q., bridge .....	58, 164	Escuminac, N.B., telegraphs .....	165
De Winton, Alta., armoury .....	138	Esquimalt, B.C., graving docks ..	80, 97, 98, 161, 167
Digby, N.S., public buildings .....	113	Esquimalt, B.C., military buildings ..	23, 140
Digby, N.S., wharf .....	26, 145	Essex, Ont., post office .....	15, 127
Digby Island, B.C., quarantine station	22, 140	Estevan, Sask., public buildings .....	20, 135
Dingwall (Aspy Bay), N.S., breakwater ..	145	Etang des Caps, P.Q. ....	80, 153
Dipper Harbour, N.B., breakwater ..	39, 150	Evandale, N.B., wharf .....	43, 150
D'Israeli, P.Q., public building .....	118	Ewing's Landing, B.C. ....	76, 161
Donley's Landing, B.C. (see Pender Harbour) .....	76, 162	Exeter, Ont., post office (site) .....	127
Dorchester, N.B., wharf .....	43, 150	Expenditures .....	1, 166
Doucet's Landing, P.Q. ....	80, 153	<b>F</b>	
Douglas, B.C., immigration building ..	140	Fairhaven, N.B., wharf .....	43, 150
Douglas Harbour, N.B., wharf .....	43, 150	Fairville, N.B., post office .....	13, 116
Douglastown, N.B., wharf .....	43, 150	False Creek, B.C. ....	80, 161
Dredge vessels .....	91, 164, 166, 167	False Bay (Lasqueti Island), B.C., wharf .....	71, 161
Dredging .....	3, 77	Farmer's Landing, B.C. (see Nanaimo)	
Dresden, Ont., post office .....	17, 127	Farnham, P.Q., experimental farm ..	118
Drummondville, P.Q., public building ..	15, 118	Farnham, P.Q., public building .....	118
Dryden, Ont., armoury .....	127	Fassett, P.Q., wharf .....	46, 153
Dry docks .....	97, 167	Father Point, P.Q., quarantine station ..	118
Duck Lake, Sask., immigration building ..	135	Father Point, P.Q., wharf .....	46, 153
Duncan, B.C., public building .....	21, 140	Fauquier, B.C., wharf .....	76, 161
Dundas, Ont., post office .....	17, 127	Fauvel, P.Q., wharf .....	58, 153
Dundee, P.Q., custom house .....	118	Feltzen South, N.S. ....	27, 146
Dunnville, Ont., armoury .....	127	Fergus, Ont., public building .....	127
Durham, Ont., public building (site) ..	127	Fernie, B.C., public building .....	140
Dutton, Ont., post office .....	127	Ferries .....	4, 99, 167
<b>E</b>		Finlay Point, N.S., wharf .....	27, 146
Eagle Head, N.S., breakwater .....	34, 145	Fisherman's Bay, B.C. ....	76, 161
Earle's Landing, N.B., wharf .....	43, 150	Fisherman's Harbour, N.S., wharf .....	27, 146
East Angus, P.Q., public building .....	118	Five Islands, N.S., wharf .....	34, 146
East Arrow Park, B.C., wharf .....	76, 161	Flags for public buildings .....	144
East Berlin, N.S., breakwater .....	27, 145	Fort Chipewyan, Alta., breakwater ..	160
East Green Harbour, N.S., wharf .....	34, 145	Fort Coulonge, P.Q., wharf .....	153
Eastern Harbour, N.S., wharf .....	34, 145		



Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>F</b>		<b>G</b>	
Fort Frances, Ont., district engineer's office .....	127	Graff Beach, N.S. ....	79, 146
Fort McMurray, Alta., wharf .....	160	Graham's, P.Q. (see Choisy) .....	
Fort Qu'Appelle, Sask., military building .....	136	Granby, P.Q., public buildings .....	118
Fort Resolution, N.W.T., wharf .....	70, 160	Grande Anse, P.Q. ....	153
Fort William, Ont., public buildings ..	17, 127	Grande Baie, P.Q. (see St. Alexis) ..	47, 155
Fourchu, N.S. ....	27, 146	Grand Bend, Ont., pier .....	61, 158
Fox, N.B., wharf .....	43, 150	Grand Chlorydorme, P.Q. ....	81, 153
Fox River, P.Q. (see Rivière aux Renards) .....	58, 155	Grande Entrée, P.Q. ....	47, 153
Fraser Lake, B.C., wharf .....	161	Grand Etang, N.S. ....	27, 146
Fraser River, B.C. ....	71, 80, 161	Grand Etang, N.S., bridge .....	34, 164
Fraser's Landing, B.C., wharf .....	76, 161	Grand Etang, P.Q. (see St. Hélier) ..	81, 156
Fraserville, P.Q. (see Rivière du Loup) ..		Grand Falls, N.B., post office .....	13, 116
Fredericton, N.B., experimental farm ..	116	Grand Forks, B.C., public building ..	22, 140
Fredericton, N.B., public buildings ..	13, 116	Grande Grève, P.Q. ....	81, 153
Freeport, N.S., wharf .....	27, 146	Grand Harbour, N.B., wharf .....	43, 150
French River, P.E.I., wharf .....	37, 149	Grandigüe, N.B., wharf .....	43, 150
French River, Ont., dams .....	67, 158	Grand'Mère, P.Q., post office .....	118
Friar's Head, N.S., boat haven .....	34, 146	Grand Méchin, P.Q. ....	58, 153
Fruid's Point, N.S., wharf .....	146	Grand Mira South, N.S., wharf .....	34, 146
Fuel-Saving Devices .....	18	Grand Narrows, N.S., wharf .....	34, 146
Fulford Harbour, B.C., wharf .....	76, 161	Grandes Piles, P.Q. ....	153
<b>G</b>		Grande Prairie, Alta., public buildings	20, 139
Gabarous, N.S. ....	34, 146	Grande Rivière, P.Q., wharf .....	47, 153
Galena Bay, B.C., float .....	76, 161	Grande Vallée, P.Q. ....	81, 153
Galt, Ont., public building .....	127	Granite Bay, B.C., float .....	76, 161
Gananoque, Ont. ....	81, 158	Graham's Landing, B.C., wharf .....	76, 161
Gananoque, Ont., public buildings .....		Granville Centre, N.S., wharf .....	34, 146
Ganges Harbour, B.C., wharf .....	76, 161	Gratuities paid .....	165
Gascons (Anse à l'Ours), P.Q., wharf ..	58, 152	Gravelbourg, Sask., public building ..	136
Gascons West, P.Q., breakwater (see Anse à la Barbe) .....	47, 152	Gravenhurst, Ont., public building ..	15, 127
Gaspé, P.Q., post office .....	118	Gray Creek, B.C., wharf .....	76, 161
Gaspé Basin (Sandy Beach), P.Q., wharf .....	47, 153	Great Village, N.S., wharf .....	27, 146
Gaspereau River, N.B. (see Port Elgin) ..		Green Point, N.B., pier .....	150
Gatineau Point, P.Q., wharf .....	47, 153	Greenwood, B.C., public building .....	140
Gatineau River, P.Q. ....	47, 153	Greta, B.C., wharf .....	72, 161
Gautreau Village, N.B., wharf .....	43, 150	Grimsby, Ont., public buildings .....	17, 127
General Superintendent of Telegraphs, report .....	100	Grindstone, P.Q., wharf .....	47, 153
Georgetown, P.E.I., public building ..	115	Grondines, P.Q., wharf .....	48, 153
Georgetown, P.E.I., wharf .....	37, 149	Grosse Isle, P.Q. (Magdalen Islands) ..	48, 153
Georgeville, N.S., boat haven .....	34, 146	Grosse Isle, P.Q., quarantine station ..	118
Georgeville, P.Q., wharf .....	58, 153	Grosse Isle, P.Q., quarantine station wharf .....	153
Gerow's, N.B., wharf .....	43, 150	Grosse Isle, P.Q., telegraphs .....	165
Gibson's Landing, B.C., wharf .....	72, 161	Guelph, Ont., public building .....	127
Gimli, Man., harbour .....	68, 159	Gulliver's Cove, N.S., wharf .....	27, 146
Gimli, Man., post office .....	134	Gunter's (Chase's Point), N.B., wharf ..	150
Ginola, B.C., wharf .....	76, 161	Guysborough, N.S., post office .....	113
Glace Bay, N.S., post office .....	113	<b>H</b>	
Gleichen, Alta., armoury .....	139	Haggerty's, P.E.I., wharf .....	37, 149
Glencoe, Ont., post office .....	127	Haileybury, Ont. ....	158
Glen Valley, B.C. (see Fraser River) ..	76, 161	Haileybury, Ont., community hall .....	127
Goderich, Ont., public buildings .....	18, 127	Half Island Cove, N.S., wharf .....	146
Goderich Harbour, Ont. ....	60, 81, 158	Half Moon Bay, B.C., wharf .....	76, 161
Gordon Road, B.C., wharf .....	76, 161	Halifax, N.S., public buildings .....	10, 23, 113
Gower Point, B.C., float .....	72, 161	Hall's Harbour, N.S. ....	34, 146
Grace Harbour, B.C., float .....	76, 161	Hamilton, Ont. ....	67, 158
		Hamilton, Ont., public buildings .....	15, 127
		Hamilton Cove, P.Q. ....	58, 81, 153
		Hampstead, N.B., wharf .....	43, 150
		Hampton, N.B., public building .....	13, 116
		Haney, B.C., wharf .....	72, 161

Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>H</b>		<b>I</b>	
Hanover, Ont., public building.....	18, 128	Inverness, N.S., public building.....	11, 114
Hantsport, N.S., wharf.....	28, 146	Iona, N.S., wharf.....	34, 146
Harbour and River works.....	2, 25, 164, 166	Irish Cove, N.S., wharf.....	34, 146
Harbour au Bouche, N.S., wharf....	34, 146	Irvine's Landing, B.C. (see Pender Harbour) .....	76, 162
Harbourville, N.S., breakwater.....	28, 146	Isaac's Harbour, N.S., wharf.....	34, 146
Hardisty, Alta., military building....	139	Isle Verte and south shore of River St. Lawrence—cable .....	165
Harricana River, P.Q.....	153		
Harrison River, B.C.....	76, 161	<b>J</b>	
Harriston, Ont., public buildings.....	18, 128	Jackson Bay, B.C., float.....	76, 161
Harrow, Ont., experimental farm.....	128	Jackson's Point, Ont., wharf.....	76, 158
Hartland, N.B., public building.....	13, 116	Jeannette's Creek, Ont., wharf.....	67, 82, 158
Hatzic, B.C., wharf (see Fraser River)	76, 161	Jersey Cove, N.S., wharf.....	28, 146
Havre Aubert, P.Q. (Point Shea) wharf	48, 153	Jersey Cove, P.Q.....	82, 154
Havre St. Pierre, P.Q. (see Pointe aux Esquimalt) .....	48, 155	Jeune Landing, B.C., wharf.....	162
Hawkesbury, Ont., post office.....	128	Joggins, N.S.....	28, 82, 146
Heating, lighting, etc.....	113	Johnson's Harbour, N.S., wharf.....	34, 146
Hemmingford, P.Q., public buildings..	118	Joliette, P.Q., public building.....	118
Heriot Bay, B.C., wharf.....	76, 161	Jones Harbour, N.S., breakwater....	34, 146
Hespeler, Ont., post office (site)....	128	Jonquières, P.Q., post office.....	15, 118
High Falls, P.Q., wharf.....	48, 153	Judique (Baxter's), N.S., wharf.....	146
Higgin's Shore, P.E.I., wharf.....	35, 149	Judique (McKay's Point), N.S., wharf.	35, 146
Hillsborough, N.B., public building..	13, 116		
Hilton Beach, Ont., wharf.....	67, 158	<b>K</b>	
Hollyburn, B.C.....	81, 161	Kaleden, B.C., wharf.....	72, 162
Honey Harbour, Ont.....	61, 81, 158	Kamloops, B.C., public buildings....	21, 140
Honfleur, P.Q., wharf.....	48, 153	Kamouraska, P.Q., wharves.....	49, 154
Hope Bay, B.C., wharf.....	72, 161	Kapuskasing, Ont., experimental farm.	128
Hopetown, P.Q.....	58, 153	Keewatin, Ont., armoury.....	128
Hopkins Landing, B.C., wharf.....	76, 161	Keewatin, Ont., wharf.....	67, 158
Hornby Island, B.C., wharf.....	76, 161	Kelowna, B.C., armoury.....	140
Horton Landing, N.S., wharf.....	28, 146	Kelly's Cove, N.S., wharf.....	34, 146
Hospital Bay, P.Q.....	153	Kemptville, Ont., public building....	128
House Harbour, P.Q., wharf.....	48, 153	Kennebecasis River, N.B. (see River Kennebecasis) .....	43, 151
Hudson, P.Q., wharf.....	58, 153	Kenogami, P.Q., public building.....	118
Hull, P.Q., public buildings.....	118	Kenora, Ont. (see Laurenson Lake)...	61, 158
Hull, P.Q., wharf.....	49, 153	Kenora, Ont., public buildings.....	128
Humboldt, Sask., public building....	20, 136	Kensington Point, Ont., wharf.....	67, 158
Humphrey's, N.B., wharf.....	43, 150	Kentville, N.S., experimental farm..	114
Huntingdon, B.C., immigration build- ing .....	140	Kentville, N.S., public building.....	114
Huntingdon, P.Q., public building....	118	Keppoch, P.E.I., quarantine station..	115
Hunt's Point, N.S.....	28, 82, 146	Kerrobert, Sask., armoury.....	136
Huntsville, Ont.....	67, 158	Kier's Shore, P.E.I., wharf.....	35, 149
Huntsville, Ont., public buildings....	128	Kildonan, B.C., float.....	72, 162
Hurst Island, B.C., float.....	76, 161	Killarney, Man., military building..	134
<b>I</b>		Killiney, B.C., wharf.....	76, 162
Iberville, P.Q., public building.....	118	Kincardine, Ont.....	61, 82, 158
Iberville, P.Q., wharf .....	49, 153	Kincardine, Ont., post office.....	18, 128
Ile aux Coudres, P.Q., wharf.....	58, 153	Kindersley, Sask., armoury.....	136
Ile aux Raisins, P.Q., (see Yamaska) ..	82, 157	Kingsgate, B.C., immigration building	141
Ile Perrot P.Q., wharves.....	49, 58, 153	Kingston, Ont.....	61, 158, 167
Ile Verte, P.Q.....	49, 58, 154	Kingston, Ont., military buildings....	16, 129
Indian Harbour, N.S., wharf.....	28, 146	Kingston, Ont., public buildings.....	16, 128
Indian Head, Sask., experimental farm	136	Kingsville, Ont.....	61, 158
Indian Head, Sask., forest nursery station .....	20, 136	Kingsville, Ont., public building (site)	129
Ingersoll, Ont., public building.....	128	Kinojevis River, P.Q.....	82, 155
Inglewood, Ont., armoury.....	128	Kitchener (Berlin), Ont., public build- ings .....	16, 129
Inkerman, N.B., wharf.....	43, 150	Knowlton, P.Q., public building.....	118
Inspection boats .....	165	Kootenay Landing, B.C.....	162
Invermere, B.C., experimental farm..	140	Kraut Point, N.S., wharf.....	28, 146
Inverness, N.S., harbour.....	34, 82, 146	Kuskanook, B.C., wharf.....	76, 162



Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>L</b>		<b>L</b>	
Lachine, P.Q., public building.....	118	Little Judique Ponds, N.S., wharf..	29, 146
Lachine, P.Q., wharves.....	49, 154	Little Narrows (North), N.S., wharf	34, 146
Lachute, P.Q., public buildings.....	118	Little Narrows (South), N.S., wharf	
Lac la Biche, Alta.....	70, 160	warehouse .....	34, 146
Lac Mégantic, P.Q., public building		Little Pembina River, Man., bridge.	69, 164
(see Mégantic) .....	15, 118	Liverpool, N.S., channel.....	146
Lac Mégantic, P.Q., wharf.....	58, 154	Liverpool, N.S., public building.....	10, 114
Lacombe, Alta., experimental farm..	139	Livingstone Cove, N.S., wharf.....	34, 146
La Descente des Femmes, P.Q., wharf.	50, 153	Lloydminster, Sask., public buildings	136
Ladner, B.C.....	162	Loggieville, N.B., wharf.....	43, 150
Ladysmith, B.C., post office.....	141	London, Eng., High Commissioner's	
La Ferme, P.Q., experimental farm..	119	Office .....	144
Lafamme River, P.Q. (see Rivière		London, Ont., military hospital....	22, 129
Lafamme) .....	82, 155	London, Ont., public buildings.....	16, 129
La Have, N.S. ....	28, 77, 146	Long Bay, B.C., float.....	76, 162
Lake Erie, Ont., warehouse (see		Long Beach, B.C., wharf.....	76, 162
Leamington) .....	18, 129	Long Point, N.B., wharf.....	43, 150
Lakefield, Ont., post office.....	119	Longue Pointe, P.Q. (see Ste. Feli-	
La Malbaie, P.Q., public building....	43, 150	cité) .....	119
Lameque, N.B., wharf.....	181	Longueuil, P.Q., post office.....	13, 119
Lands leased .....	76, 162	Loretteville, P.Q., public buildings..	62, 67, 158
Lang Bay, B.C., wharf.....	58, 154	L'Orignal, Ont. ....	129
Lanoraie, P.Q., wharf.....	67, 158	L'Orignal, Ont., post office.....	97, 154, 167
Lansdowne, Ont., wharf.....	49, 82, 152	Lorne Dry Dock, P.Q.....	50, 154
L'Anse au Beaufils, P.Q.....	58, 152	Lotbinière, P.Q., wharf.....	34, 146
L'Anse à Valteau, P.Q., breakwater..	67, 158	Louis Head, N.S., beach protection..	
La Passe, Ont., wharf.....	119	Louisville, P.Q. (see Rivière du Loup,	
Laprairie, P.Q., public building.....	146	en haut) .....	58, 155
L'Archevêque, N.S.....	29, 146	Louiseville, P.Q., post office.....	119
L'Ardoise, N.S., breakwater.....	29, 146	Lower Burlington, N.S., wharf.....	26, 146
Larry's River, N.S., breakwater.....	119	Lower Caraquet, N.B., wharf.....	43, 150
L'Assomption, P.Q., public building..	158	Lower Kinsburg, N.S., breakwater..	29, 146
Latchford Dam (Montreal River)....	50, 154	Lower L'Ardoise, N.S., breakwater	
La Tuque, P.Q., wharf.....	61, 158	(see L'Ardoise) .....	29, 146
Laurenson Lake, Ont. (see Kenora)..	154	Lower Newcastle, N.B., wharf.....	39, 150
Lauzon, P.Q., dry docks.....	154	Lower Prospect, N.S., wharf.....	34, 147
Lavaltrie, P.Q., wharf.....	10, 113	Lower Rose Bay, N.S.....	82, 147
Lawlor's Island, N.S., Quarantine	67, 158	Lower St. Louis, N.B. (see River St.	
station .....	16, 129	Louis) .....	83, 151
Leamington, Ont., pier.....	5, 181	Lower Sandy Point, N.S., breakwater	29, 147
Leamington, Ont., public buildings..	67, 158	Lower West Pubnico, N.S.....	147
Leases .....	37, 149	Lucan, Ont., military building.....	129
Lefavre, Ont., wharf.....	119	Lulu Island, B.C., wharf.....	162
Lennox Island, P.E.I., wharf.....	134	Lumby, B.C., military building....	141
Lennoxville, P.Q., experimental farm..	50, 154	Lund, B.C., wharf.....	72, 162
Le Pas, Man., public buildings.....	20, 139	Lunenburg, N.S. ....	83, 147
Les Eboulements, P.Q., wharf.....	82, 154	Lunenburg, N.S., public building....	10, 114
Lethbridge, Alta., experimental farm	97, 154	Lyall Harbour, B.C.....	76, 162
Lethbridge, Alta., public buildings..	15, 119		
Lévis, P.Q.....	119		
Levis, P.Q., dry docks.....	129		
Lévis, P.Q., public building.....	76, 162		
Limoulu, P.Q., public building.....	39, 150		
Lindsay, Ont., public building.....	39, 150		
Lion's Head, Ont., wharf.....	150		
Listowel, Ont., public building.....	35, 146		
Litchfield, N.S., wharf.....	83, 150		
Little Anse, N.S., breakwater.....	83, 147		
Little Brook, N.S., wharf.....			
Little Current, Ont., wharf.....			
Little Harbour (Pictou Co.), N.S.,			
wharf .....			

**Mc**

McAllister's, N.B., wharf.....	43, 150
McAlpine's, N.B., wharf.....	39, 150
McDonald's Landing, B.C., wharf..	76, 162
McDonald's Point, N.B., wharf....	39, 150
McGowan's, N.B., wharf.....	150
McKay's Point, N.S., wharf (see	
Judique) .....	35, 146
McLean's Gully, N.B. (see Miramichi	
Bay) .....	83, 150
McNair's Cove, N.S.....	83, 147

Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>M</b>		<b>M</b>	
Mabou Bridge, N.S., wharf.....	29, 147	Miller's Landing, B.C., wharf.....	76, 162
Macleod, Alta., public buildings....	139	Mille Vaches, P.Q., wharf.....	58, 154
Madeleine, P.Q. (see Petite Madeleine) .....	83, 154	Millidgeville, N.B., ferry landing....	151
Magdalen Islands, P.Q.....	154	Mill's Point, N.B., wharf.....	40, 150
Magdalen Islands, P.Q., telegraphs....	106, 165	Milltown, N.B., public building.....	13, 116
Magnetewan, Ont., wharf.....	67, 158	Milton, Ont., post office.....	129
Magog, P.Q., public building.....	119	Milverton, Ont., post office.....	18, 129
Magog, P.Q., wharf.....	58, 154	Miminegash Harbour, P.E.I. ....	37, 149
Mahone Bay, N.S.....	83, 147	Minaki, Ont., wharf.....	67, 158
Main-à-Dieu, N.S., wharf.....	29, 147	Minasville, N.S.....	84, 147
Malagash, N.S.....	83, 147	Minnedosa, Man., public building....	19, 134
Mal Bay, P.Q., wharf.....	50, 154	Minudie, N.S., wharf.....	34, 147
Manitoulin, Cockburn Islands, Ont., telegraphs .....	165	Miramichi Bay, N.B.....	83, 150
Maniwaki, P.Q., public building....	13, 119	Miramichi River, N.B. ....	84, 150
Manson's Landing, B.C., wharf.....	76, 162	Miscellaneous .....	165
Maple Creek, Sask., public building	20, 136	Miscou Harbour, N.B., wharf.....	150
Maples, B.C., wharf.....	76, 162	Mission, B.C., wharf.....	73, 162
Marble Mountain, N.S., wharf.....	147	Mission City, B.C., armoury.....	141
Margaree Harbour, N.S.....	30, 147	Mitchell, Ont., post office.....	18, 129
Margaree Island, N.S., wharf.....	34, 147	Mitchell's Bay, Ont.....	84, 158
Margaretville, N.S., breakwater.....	34, 147	Moncton, N.B., public buildings....	116
Maria, P.Q.....	58, 154	Montague, P.E.I., public buildings..	11, 115
Maria Capes, P.Q.....	50, 154	Montebello, P.Q., wharf.....	58, 154
Marieville, P.Q., public building....	119	Mont Joli, P.Q., post office.....	119
Maritime Provinces, telegraphs.....	165	Mont Laurier, P.Q., public building..	119
Markham, Ont., post office.....	129	Montmagny, P.Q., public buildings..	119
Marmot Bay, B.C., landing.....	72, 162	Montmagny, P.Q., wharves.....	51, 154
Marysville, N.B., public building....	116	Montreal, P.Q., military buildings..	119
Marysville, Ont.....	158	Montreal, P.Q., public buildings....	13, 24, 119
Masson, P.Q., wharf.....	58, 154	Montreal Dry Dock.....	154
Matane, P.Q.....	50, 83, 154	Montreal River (Latchford), dam....	158
Matane, P.Q., post office.....	119	Monuments .....	7, 165
Matapedia, P.Q., bridge.....	58, 164	Moose Jaw, Sask., public buildings..	20, 136
Matsqui, B.C., wharf.....	76, 162	Morden, Man., public buildings.....	19, 134
Maugerville, N.B., wharf.....	150	Moresby Island, B.C., wharf.....	76, 162
Maxville, Ont., post office.....	129	Morpeth, Ont., wharf.....	67, 158
Mayne Island, B.C., wharf.....	73, 162	Morrisburg, Ont., public buildings....	129
Meaford, Ont.....	62, 83, 158	Mosher's Bay, N.S.....	35, 84, 147
Meat Cove, N.S., breakwater.....	30, 147	Mount Forest, Ont., post office.....	18, 130
Méchins, P.Q. (see Des Islets)....	154	Muise's Point, N.S., wharf.....	35, 147
Medicine Hat, Alta., armoury.....	139	Murray Bay, P.Q. (see La Malbaie).	
Medicine Hat, Alta., public buildings	139	<b>N</b>	
Mégantic, P.Q., post office (see Lac Mégantic) .....	15, 118	Naas and Skeena Rivers, B.C. ....	84, 163
Mégantic, P.Q., wharf.....	58, 154	Nanaimo, B.C., public buildings.....	22, 141
Melfort, Sask., public building....	20, 136	Nanaimo, B.C., wharf.....	162
Melita, Man., public buildings.....	134	Nanton, Alta., military building....	139
Melville, Sask., post office.....	136	Napanee, Ont., post office.....	16, 130
Merrickville, Ont., post office.....	129	Nappan, N.S., experimental farm....	114
Meteghan, N.S., breakwater.....	34, 147	Naramata, B.C., wharf.....	73, 162
Meteghan River, N.S., beach protection .....	30, 147	National Gallery .....	8, 125, 188
Michipicoten River, Ont., wharf....	67, 158	Necum Teuch, N.S. ....	35, 84, 147
Middle East Pubnico, N.S., wharf....	147	Needles, B.C., wharf.....	162
Midland, Ont.....	62, 83, 89, 158	Neepawa, Man., public building....	19, 134
Midland, Ont., post office.....	18, 129	Neguac, N.B., wharf.....	43, 150
Miguasha, P.Q.....	51, 154	Neil's Harbour, N.S., wharf.....	35, 147
Mildmay, Ont., post office.....	129	Nelson, B.C.....	162
Military Buildings.....	5, 23	Nelson, B.C., public buildings.....	141
Military Hospitals.....	5, 22	Nelson (South), N.B., public building	
Mill Creek, N.S., wharf.....	30, 147	(see South Nelson).....	11, 116
		Netley Cut, Man. (see Red River)..	68, 159
		New Carlisle West, P.Q., breakwater.	58, 154



Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>N</b>		<b>O</b>	
Newcastle, N.B. ....	43, 81, 151	Oak Point, N.B., wharf.....	43, 151
Newcastle, N.B., public building.....	116	Ogden Point, B.C., wharf.....	162
Newcastle Lower (see Lower New- castle).		Ogden's Pond, N.S. ....	84, 147
Newgate, B.C., immigration building.....	141	Ogilvie's, N.S., wharf.....	35, 147
Newellton, N.S., wharf.....	35, 147	Okanagan, B.C. ....	76, 84, 162
Newfoundland, telegraphs .....	106, 165	Old Harry, P.Q. ....	84, 154
New Glasgow, N.S., public buildings.....	11, 114	Oliphant, Ont. ....	84, 158
New Hamburg, Ont., post office.....	130	Oona River, B.C., float.....	73, 162
New Harbour, N.S., breakwater.....	35, 147	Orangeville, Ont., public buildings...	130
New Harris, N.S., wharf.....	35, 147	Orillia, Ont. ....	84, 158
New Liskeard, Ont. ....	62, 158	Orillia, Ont., public building.....	18, 130
New London, P.E.I., breakwater....	36, 149	Oromocto, N.B., wharf.....	40, 151
Newmarket, Ont., public building....	130	Osborne, N.S. ....	35, 84, 147
New Massett, B.C., wharf.....	73, 162	Oshawa, Ont., harbour.....	62, 158
New Westminster, B.C. ....	76, 162	Oshawa, Ont., public building.....	18, 130
New Westminster, B.C., public build- ings.....	21, 141	Island Park, B.C., float.....	76, 162
Niagara Falls, Ont., public building.....	18, 130	Ottawa, Ont., art gallery.....	8, 125, 188
Nicolet, P.Q. ....	51, 84, 154	Ottawa, Ont., buildings and grounds.....	18, 124
Nicolet, P.Q., public building.....	121	Ottawa, Ont., central heating plant..	124
Nicomen Island, B.C. (see Fraser River).		Ottawa, Ont., experimental farm....	19, 124
Nine Mile Creek, P.E.I., wharf.....	36, 149	Ottawa, Ont., Government House....	18, 125
Noel, N.S., wharf.....	35, 147	Ottawa, Ont., Parliament Buildings...5,	13, 124
Nootka, B.C., wharf.....	76, 162	Ottawa, Ont., public buildings.....	18, 124
North Battleford, Sask., public build- ings.....	136	Ottawa, Ont., river (see River Ottawa)	
North Bay, Ont., public buildings....	18, 130	Ottawa, Ont., Rockcliffe Rifle Range..	125
North Bay, Ont., wharf.....	158	Ottawa, Ont., roads and bridges.....	164
North Belleville, N.S., wharf.....	35, 147	Ottawa, Ont., shipyard.....	125
North Cardigan, P.E.I. ....	37, 149	Ottawa, Ont., Victoria Museum.....	18, 125
North East Harbour, N.S., wharf....	35, 147	Owen Sound, Ont. ....	63, 84, 158
North Head, N.B., wharf.....	43, 151	Owen Sound, Ont., public buildings.,	18, 130
North Ingonish (Burk's Head), N.S., breakwater .....	34, 147	<b>P</b>	
North Ingonish (McLeod's), N.S., breakwater .....	30, 147	Pacific Highway, B.C., immigration building .....	141
North Portal, Sask., immigration building .....	136	Palmer's, N.B., wharf.....	43, 151
North River, N.S., wharf.....	35, 147	Palmerston, Ont., public building....	18, 130
North Shore St. Lawrence, telegraphs.....	107, 165	Papineauville, P.Q., wharf.....	51, 154
North Sydney, N.S. ....	30, 147	Paris, Ont., post office.....	18, 130
North Sydney, N.S., public buildings.....	10, 114	Parker's Cove, N.S., breakwater.....	30, 147
North Timiskaming, P.Q., bridge.....	58, 164	Parkhill, Ont., public building.....	18, 130
North Timiskaming, P.Q., wharf....	58, 164	Park's Creek (Lunenburg County), N.S., wharf .....	30, 147
North Vancouver, B.C., Burrard dry dock .....	162	Parliament Buildings, Ottawa.....5,	18, 124
North Vancouver, B.C., post office..	22, 141	Parrsboro, N.S. ....	31, 85, 147
North Wiltshire, P.E.I., Dalton sana- torium.....	115	Parrsboro, N.S., public building....	11, 114
Norway Bay, P.Q., wharf.....	58, 154	Parry Sound, Ont., armoury.....	130
North West Arm, N.S., wharf.....	30, 147	Parry Sound, Ont., wharf.....	67, 158
North West Mirimichi River, N.B..	84, 150	Partridge Island, N.B., quarantine...12,	117
Norwich, Ont., public building.....	130	Paspebiac, P.Q., wharf.....	58, 154
Notre-Dame-de-la-Salette, P.Q., wharf.....	154	Paspebiac East (Portage), P.Q., wharf.....	58, 154
Notre-Dame-de-Pierreville, P.Q., wharf.....	154	Peace River, Alta., public buildings..	20, 139
Notre-Dame des Sept-Douleurs, P.Q. (see Isle Verte).....	58, 154	Pelee Island, Ont. ....	63, 158
Notre-Dame du Lac, P.Q., wharf....	51, 154	Pelee Island, Ont., telegraphs.....	107, 165
Noyan, P.Q., wharf.....	58, 154	Pembroke, N.S., breakwater.....	147
Nyanza, N.S., wharf.....	35, 147	Owen Sound, Ont. ....	63, 84, 158
		Pembroke, Ont., public building.....	130
		Pender Harbour, B.C. ....	76, 162
		Penetanguishene, Ont. ....	67, 85, 158
		Pentecost River, P.Q. ....	85, 154
		Penticton, B.C., military building....	141
		Péribonka, P.Q., wharf.....	51, 154
		Perkins Landing, P.Q., wharf.....	58, 154

Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>P</b>		<b>P</b>	
Perth, N.B., military building.....	116	Port Alfred, P.Q. ....	155
Perth, Ont., public buildings.....	130	Portapique, N.S., wharf.....	31, 147
Peterboro, Ont., public buildings...	18, 130	Port Arthur, Ont.....	64, 159
Petewawa, Ont., wharf.....	63, 158	Port Arthur, Ont., public buildings..	18, 24, 130
Petite Anse, P.Q.....	85, 154	Port au Persil, P.Q., wharf.....	51, 155
Petit Cap, P.Q.....	85, 154	Port au Saumon, P.Q., wharf.....	51, 155
Petit Chlorydorme, P.Q.....	85, 154	Port aux Quilles, P.Q.....	86, 155
Petit de Grat, N.S.....	85, 147	Port Borden, P.E.I.....	115
Petite Madeleine, P.Q., (see Madeleine) .....	83, 154	Port Bruce, Ont.....	67, 159
Petite Rivière, N.S.....	35, 86, 147	Port Burwell, Ont.....	64, 159
Petite Rivière Est, P.Q.....	85, 154	Port Clements, B.C., wharf.....	73, 162
Petit Rocher, N.B., breakwater.....	43, 151	Port Colborne, Ont., breakwater.....	64, 159
Petit Sault, P.Q. (see Ile Verte)....	86, 154	Port Colborne, Ont., public buildings..	17, 131
Petite Vallée, P.Q. ....	86, 87, 154	Port Credit, Ont.....	86, 159
Petrolia, Ont., public building.....	18, 130	Port Credit, Ont., armoury.....	131
Pickett's Cove, N.S., wharf.....	147	Port Daniel, P.Q.....	52, 59, 155
Pictou, Ont., public buildings.....	18, 23, 130	Port Dufferin (East), N.S., wharf....	31, 147
Pictou, N.S., public buildings.....	10, 114	Port Elgin, N.B.....	43, 151
Pierreville, P.Q., public building....	15, 121	Port Dover, Ont., pier.....	67, 159
Pierreville, P.Q., wharf.....	58, 155	Port Essington, B.C., float.....	74, 162
Pigeon River, Ont., immigration office.	130	Port Findlay, Ont., wharf.....	68, 159
Pike Creek, Ont., wharf.....	63, 158	Port George, N.S., breakwater.....	31, 148
Pilot Mound, Man., armoury.....	134	Port Greville, N.S.....	31, 86, 148
Pincher Creek, Alta., forestry office..	139	Port Hawkesbury, N.S., wharf.....	31, 148
Pinette, P.E.I., wharf.....	37, 149	Port Hill, P.E.I., wharf.....	37, 149
Pinkney's Point, N.S., breakwater...	31, 147	Port Hood, N.S., wharf.....	35, 148
Pitt Lake, B.C., wharf.....	73, 162	Port Hope, Ont.....	86, 159
Pleasant Bay (Inverness Co.), N.S., wharf .....	35, 147	Port Hope, Ont., public building....	131
Pleasant Bay (Lowland Cove), N.S., slipway .....	35, 147	Port Lewis, P.Q.....	155
Plessisville, P.Q., post office.....	121	Port Lorne, N.S., wharf.....	35, 148
Plymouth, N.S., wharf.....	35, 147	Port Maitland, N.S., breakwater....	35, 148
Pointe à Côté, P.Q. (see Bic)		Port Maitland, Ont.....	64, 86, 159
Pointe à Elie, P.Q., wharf.....	155	Port Mann, B.C.....	162
Pointe à la Loupe, P.Q.....	86, 155	Port Moody, B.C., wharf.....	76, 162
Pointe à Pizeau (Sillery), P.Q., wharf.	58, 155	Port Mouton, N.S.....	148
Pointe au Pic, P.Q.....	51, 155	Port Mulgrave, N.S.....	148
Pointe aux Esquimaux, P.Q., wharf (see Havre St. Pierre).....	48, 155	Port Perry, Ont., public building....	131
Pointe aux Loups, P.Q.....	155	Port Renfrew, B.C.....	162
Pointe Basse, P.Q., wharf.....	58, 155	Port Royal, N.S., wharf.....	35, 148
Pointe Bourque, P.Q.....	58, 155	Port Rowan, Ont., wharf.....	68, 159
Pointe du Chêne, N.B., breakwater..	40, 151	Port Simpson, B.C., wharf.....	76, 162
Point Edward, N.S., quarantine station (see North Sydney)		Port Stanley, Ont.....	65, 86, 159
Point Edward, Ont.....	86, 158	Portuguese Cove, N.S., breakwater....	32, 148
Pointe Jaune, P.Q.....	86, 155	Port Washington, B.C., wharf.....	76, 162
Pointe Madeleine, P.Q., wharf.....	155	Post Office Fittings and Supplies....	144
Pointe Piché, P.Q.....	155	Powell River, B.C., wharf.....	76, 162
Point Pleasant, Ont.....	159	Powassan, Ont., armoury.....	131
Point Pleasant, P.E.I.....	149	Pownal Bay, P.E.I., wharf.....	36, 149
Pointe Shea, P.Q. (see Havre Aubert).	48, 153	Prescott, Ont., public buildings.....	18, 131
Point Tupper, N.S., wharf.....	147	Preston, Ont., public building.....	131
Poirierville, N.S., wharf.....	31, 147	Prince Albert, Sask., public buildings..	20, 136
Pontypool, Ont., military building....	130	Prince Edward Island-Mainland tele- graphs .....	165
Poplar Island, B.C. (see New West- minster) .....	73, 162	Prince Rupert, B.C., dock.....	162
Portage du Fort, P.Q., bridge.....	59, 164	Prince Rupert, B.C., military buildings	141
Portage la Prairie, Man.....	159	Prince Rupert, B.C., public buildings..	141
Portage la Prairie, Man., public build- ings .....	19, 24, 134	Princeton, Ont., post office.....	131
Port Alberni, B.C., public building....	141	Printing stationery, etc.....	144
		Procter, B.C., wharf.....	76, 162
		Properties leased .....	181
		Properties purchased and sold.....	176
		Providence Bay, Ont., wharf.....	65, 159
		Public buildings .....	4, 10, 166
		Pugwash, N.S., wharf.....	32, 148



Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>Q</b>		<b>R</b>	
Qu'Appelle, Sask., armoury.....	136	Rivière des Vases, P.Q., wharf.....	59, 155
Quarantine telegraphs .....	107, 165	Rivière du Lièvre, P.Q.....	52, 155
Quathiasiki Cove, B.C., wharf.....	76, 162	Rivière du Loup (en bas), P.Q.....	52, 87, 155
Quatsino, B.C., wharf.....	76, 162	Rivière du Loup (en bas), P.Q., public building .....	15, 122
Quebec City Harbour.....	155	Rivière du Loup (en bas) Station, P.Q., post office.....	122
Quebec City, public buildings.....	15, 121	Rivière du Loup (en haut), P.Q.....	86, 155
Quebec County, telegraphs.....	107, 165	Rivière Gatineau, P.Q. (see Gatineau River)	
Queen Charlotte City, B.C., float....	76, 162	Rivière Girard, P.Q.....	154
Queenstown, N.B.....	151	Rivière Kinojevis, P.Q.....	82, 155
Quinze Dam, P.Q.....	59, 165	Rivière Laflamme (Barraute), P.Q....	82, 155
<b>R</b>		Rivière Pentecôte, P.Q. (see Pentecost River)	
Radeliffe, Alta., military building....	139	Rivière Nouvelle, P.Q., breakwater..	59, 155
Ragged Islands, B.C.....	76, 162	Rivière Ouelle, P.Q.....	52, 155
Rainy River, Ont., wharf.....	65, 159	Rivière Petite Vallée, P.Q. (see Petite Vallée) .....	87, 154
Read Island, B.C., float.....	162	Rivière St. François, P.Q.....	87, 155
Recapitulation .....	166	Rivière Saguenay, P.Q.....	155
Red Deer, Alta., public buildings....	139	Rivière Verte, P.Q. (see Ile Verte)..	49, 155
Red Point, P.E.I., wharf.....	37, 149	Rivière Vilmoncel, P.Q.....	155
Red River, Man.....	68, 159	Roache's Point, Ont., wharf.....	68, 159
Regina, Sask., military buildings....	136	Roads and bridges.....	164, 166
Regina, Sask., public buildings.....	20, 136	Robert's Bay, B.C., landing.....	76, 163
Renfrew, Ont., public buildings.....	23, 131	Robert's Creek, B.C., wharf.....	76, 163
Rents .....	167	Roverval, P.Q., public building.....	122
Repenigny, P.Q., wharf.....	155	Roberval, P.Q., wharf.....	52, 155
Retirement Act, expenditure.....	165	Robichaud's N.B., wharf (see Savoy Landing) .....	43, 151
Retreat Cove, B.C., wharf.....	76, 162	Rock Island, P.Q., public building....	122
Revelstoke, B.C., public buildings....	21, 141	Rocky Mountain, Alta., forestry office.	139
Revenue .....	1, 167	Rondeau, Ont., piers.....	65, 159
Rexton, N.B., wharf.....	43, 151	Rosetown, Sask., military building...	137
Richardson, N.B., wharf.....	43, 151	Rosseau, Ont., wharf.....	159
Richibucto, N.B., post office.....	116	Rossland, B.C., public building.....	22, 141
Richibucto Beach, N.B., breakwater..	43, 151	Rosthern, Sask., experimental farm...	137
Richibucto Cape, N.B., breakwater..	43, 151	Rothsay, N.B., wharf.....	43, 151
Richmond, P.Q., public building.....	121	Royston, B.C., float.....	74, 163
Rideau Hall, Ottawa.....	18, 125	Ruisseau Blanc, P.Q. (see Ile Verte).	87, 154
Ridgetown, Ont., post office.....	131	Ruisseau Gagnon, P.Q. (see Ile Verte).	87, 154
Rigaud, P.Q., public building.....	121	Ruisseau Rouge, P.Q. (see Ile Verte).	87, 154
Rigaud, P.Q., wharf.....	59, 155	Rustico, P.E.I., harbour.....	36, 149
Rimouski, P.Q., public buildings....	14, 121	<b>St</b>	
Rimouski, P.Q., wharf.....	52, 155	Ste. Adelaide de Pabos, P.Q., wharf..	53, 155
Riondel, B.C., wharf.....	74, 163	Ste. Agathe des Mont, P.Q., post office.	122
River Atikokan, Ont. (see Atikokan River)		St. Alexis de Grande Baie, P.Q., wharf (see Grande Baie).....	47, 155
River Bourgeois, N.S., wharf.....	32, 148	St. Alphonse, P.Q. (see Bagotville)	
River gaugings .....	165	St. André de Kamouraska, P.Q., wharf.	53, 155
River Kennebecasis, N.B. (see Kennebecasis River) .....	43, 151	St. Andrews, N.B., wharf.....	43, 151
River Ottawa at Besserer's Grove, Ont.	159	St. Andrews, P.Q., wharf.....	59, 155
River St. Charles, P.Q.....	155	St. Andrews Rapids, Man.....	69, 160
River St. John, N.B.....	151	Ste. Anne de Beaupré, P.Q., wharf....	59, 155
River St. Louis, N.B.....	83, 151	St. Anne de Bellevue, P.Q., hospital..	23, 122
River Sydenham, Ont.....	89, 159	Ste. Anne de Bellevue, P.Q., post office.	122
River Thames, Ont.....	159	Ste. Anne de Bellevue, P.Q., wharf....	59, 155
Rivière aux Renards, P.Q. (see Fox River) .....	58, 155	Ste. Anne de Chicoutimi, P.Q., wharf.	53, 156
Rivière aux Vases, P.Q., wharf.....	59, 155	Ste. Anne de la Pocatière, P.Q., experimental farm .....	122
Rivière Batiscan, P.Q.....	155		
Rivière Beaudette, P.Q.....	155		
Rivière Blanche, P.Q.....	56, 157		
Rivière Caplan, P.Q., breakwater....	59, 155		
Rivière des Trois Saumons, P.Q....	87, 155		

Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>St</b>		<b>St</b>	
Ste. Anne de la Pocatière, P.Q., wharf.	53, 156	St. Majorique, P.Q., bridge.....	46, 164
Ste. Anne des Monts, P.Q., wharf....	53, 156	St. Marc, P.Q.....	55, 156
Ste. Anne de Sorel, P.Q., wharf....	59, 156	St. Martin's N.B., breakwater.....	43, 151
Ste. Ann's Harbour, N.S.....	148	St. Mary's, Ont., public buildings....	131
St. Antoine de Tilly, P.Q.....	53, 88, 156	St. Mary's River, N.S.....	148
St. Antoine, P.Q., wharf.....	59, 156	St. Mathias, P.Q., wharf.....	59, 156
St. Barthélemi, P.Q., wharf.....	59, 156	St. Maurice de l'Echourie, P.Q.....	89
St. Boniface, Man., public buildings..	134	St. Méthode, P.Q., wharf.....	59, 156
St. Catharines, Ont., public buildings	18, 24, 131	St. Michel de Bellechasse, P.Q., wharf.	55, 156
St. Charles de Caplan, P.Q.....	59, 156	St. Michel des Saints, P.Q.....	89, 156
St. Charles de Richelieu, P.Q., wharf..	156	St. Nicholas, P.Q., wharf.....	59, 156
Ste. Croix, P.Q., wharf.....	54, 156	St. Nicholas River, N.B.....	89, 151
St. Denis, P.Q., wharf.....	59, 156	St. Omer, P.Q.....	55, 156
St. Dominique du Lac, P.Q., wharf..	54, 156	St. Ours, P.Q.....	56, 156
St. Eloi, P.Q. (see Pointe à la Loupe)		St. Paul (Ile aux Noix), P.Q., wharf..	59, 156
St. Eustache, P.Q., post office.....	122	St. Peter's Bay, P.E.I.....	36, 149
St. Famille, Island of Orleans, P.Q., wharf .....	54, 156	Ste. Pétronille (Ile d'Orléans), P.Q., wharf .....	56, 156
Ste. Félicité, P.Q.....	88, 156	St. Roch de Richelieu, P.Q., wharf..	59, 156
St. Francis Harbour, N.S., breakwater.	148	St. Roch des Aulnaies, P.Q., wharf..	56, 156
St. François (Ile d'Orléans), P.Q., wharf .....	54, 156	Ste. Rose, P.Q., post office.....	122
St. François du Lac, P.Q., wharf....	59, 156	St. Siméon, P.Q. (Bonaventure Co.)..	56, 156
St. Fulgence, P.Q., wharf.....	54, 156	St. Siméon, P.Q. (Charlevoix Co.)..	59, 156
St. Gabriel de Brandon, P.Q., post office .....	122	St. Stephen, N.B., public buildings..	13, 117
St. Gédéon, P.Q., wharf.....	54, 156	St. Stephen, N.B., wharf.....	43, 151
St. George, N.B., military building..	116	St. Sulpice, P.Q., wharf.....	157
St. George, N.B., wharf.....	40, 151	St. Sulpice Village, P.Q., wharf....	56, 157
St. Georges de Beauce, P.Q., post office.	122	Ste. Thérèse, P.Q., public Buildings..	122
St. Georges de Malbaie, P.Q.....	59, 156	St. Thomas, Ont., public buildings..	18, 131
St. Godfroy, P.Q., wharf.....	59, 156	St. Tite, P.Q., post office.....	122
St. Grégoire de Montmorency, P.Q....	54, 156	St. Ulric (Rivière Blanche), P.Q., wharf .....	56, 157
St. Héliar, P.Q.....	81, 156	Ste. Victoire, P.Q., wharf.....	56, 157
St. Hilaire, P.Q., wharf.....	59, 156	St. Williams, Ont., pier.....	66, 159
St. Hyacinthe, P.Q., public buildings.	15, 122	St. Yvon, P.Q.....	89, 157
St. Ignace de Loyola, P.Q.....	59, 156	St. Zotique, P.Q., wharf.....	59, 157
St. Ignace du Lac, P.Q.....	54, 88, 156	<b>S</b>	
St. Irénée, P.Q., wharf.....	55, 156	Saanichton, B.C., wharf.....	76, 163
St. Jacques de l'Achigan, P.Q., public buildings .....	14, 122	Sabrevois, P.Q., wharf.....	53, 157
St. Jean, P.Q., public buildings.....	15, 122	Sackville, N.B., public buildings....	117
St. Jean Deschailions, P.Q. (see Deschailions) .....	58, 88, 153	Salaries of clerks of works.....	144
St. Jean d'Orléans, P.Q., wharf.....	55, 156	Salaries of engineers.....	164
Ste. Jeanne, Ile Perrot, P.Q.....	156	Sales .....	167
St. Jean Port Joli, P.Q., wharf.....	55, 156	Salmon Arm, B.C., public buildings..	141
St. Jérôme, P.Q., public buildings....	15, 122	Salmon Arm, B.C., wharf.....	163
St. John, N.B.....	40, 88, 151	Salmon River, N.S.....	32, 148
St. John, N.B., public buildings..	12, 23, 24, 116	Salteoats, Sask., military building....	137
St. John, N.B., quarantine station....	12, 117	Sand Heads, B.C. (see Fraser River)	
St. Johns, P.Q.....	55, 156	Sand Point, Ont., wharf.....	68, 159
St. John West, N.B.....	41, 83, 151	Sandwich, Ont., post office.....	18, 131
St. John West, N.B., public buildings.	117	Sandy Bay (Matane Co.), P.Q., wharf	44, 157
St. Joseph d'Alma, P.Q., post office..	122	San Joseph Bay, B.C.....	87, 163
St. Joseph de Beauce, P.Q., post office.	122	Sarnia, Ont. ....	159
St. Joseph du Moine, N.S., wharf....	35, 148	Sarnia, Ont., public buildings.....	18, 131
St. Lambert, P.Q., post office.....	122	Saskatoon, Sask., military buildings..	137
St. Laurent, P.Q., wharf.....	55, 156	Saskatoon, Sask., public buildings... 20, 137	
St. Leonard, N.B., bridge.....	164	Saskatchewan, telegraphs .....	108, 165
St. Louis River, N.B.....	83, 151	Saugeen River, Ont., harbour.....	65, 87, 159
Ste. Luce, P.Q.....	59, 156	Saulnierville, N.S., breakwater.....	32, 148
		Sault Ste. Marie, Ont., harbour....	66, 87, 159
		Sault Ste. Marie, Ont., public build- ings .....	18, 23, 131



Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>S</b>		<b>S</b>	
Savage Harbour, P.E.I.....	149	Sorel, P.Q. ....	57, 88, 157
Savary Island, B.C., wharf.....	76, 163	Sorel, P.Q., public building.....	15, 123
Savoy Landing, N.B., wharf (see Robichaud's) .....	43, 151	Sorrento, B.C., wharf.....	76, 163
Sayward, B.C., wharf.....	74, 163	Souris, Man., public buildings.....	19, 134
Scotchtown, N.B., wharf.....	43, 151	Souris, P.E.I., breakwater.....	36, 149
Scott, Sask., experimental farm.....	137	Souris, P.E.I., public building.....	115
Scovill's, N.B., wharf.....	43, 151	Southampton, Ont., breakwater.....	66, 159
Seaford, B.C., float.....	74, 163	South Branch, N.B., wharf (see St. Nicholas River) .....	43, 151
Seaforth, N.S., breakwater.....	35, 148	South East Cove, N.S., breakwater...	35, 148
Seaforth, Ont., post office.....	131	South Gabriola, B.C., wharf.....	163
Seal Cove, N.B.....	43, 87, 151	South Lake, N.S.....	33, 148
Seal Harbour, N.S., breakwater.....	32, 148	South Nelson, N.B., public building (see Nelson) .....	11, 116
Seal Rock, P.Q., pier (see D'Aiguillon) .....	46, 157	Southport, P.E.I., wharf.....	37, 149
Seaside Park (Howe Sound), B.C., float .....	76, 163	South Rustico, P.E.I., wharf.....	37, 149
Selkirk, Man. ....	99, 160, 167	South West Cove, N.S.....	88, 148
Selkirk, Man., post office.....	134	Spencer's Island, N.S., wharf.....	35, 148
Sept Isles, P.Q., wharf.....	56, 157	Spirit River, Alta., immigration building .....	139
Seymour Arm, B.C., wharf.....	76, 163	Springhill, N.S., public building.....	114
Shag Harbour, N.S.....	148	Spry Bay, N.S., wharf.....	33, 148
Shanty Bay, Ont., wharf.....	68, 159	Squamish, B.C., wharf.....	75, 163
Shawinigan Falls, P.Q., post office...	122	Squatteck, P.Q., wharf.....	59, 157
Shaw Landing, B.C., wharf.....	76, 163	Squirrel Cove, B.C., wharf.....	76, 163
Shaw's Beach, N.S., beach protection.	35, 148	Stag Bay, B.C., float.....	76, 163
Shawville, P.Q., post office.....	122	Stanstead Plain, P.Q., post office....	123
Shediac, N.B., public building.....	13, 117	Steelton, Ont., post office.....	18, 131
Shediac, N.B., wharf.....	42, 151	Stellarton, N.S., public buildings....	10, 114
Sheet Harbour, N.S.....	32, 35, 88, 148	Steveston Jetty, B.C. (see Fraser River) .....	75, 161
Shelburne, N.S., public building....	114	Stewart, B.C., dolphin.....	75, 163
Shelburne, N.S., wharf .....	33, 148	Stewart and Yukon Rivers (see Yukon) .....	77, 164
Shelburne, Ont., public building.....	131	Stikine River, B.C.....	89, 163
Sherbrooke, P.Q., public buildings...	122	Stokes Bay, Ont., pier.....	66, 159
Shigawake, P.Q., wharf.....	59, 157	Stonehaven, N.B., breakwater.....	42, 151
Shippigan, N.B.....	43, 151	Stonewall, Man., post office.....	134
Shippigan Gully, N.B., breakwater..	42, 151	Stouffville, Ont., public buildings...	17, 131
Shoal Lake, Man., post office.....	134	Stratford, Ont., public buildings.....	131
Short Beach, N.S.....	33, 148	Strathcona, Alta., public building (see Edmonton South) .....	20, 139
Shrewsbury, Ont., pier.....	68, 159	Strathroy, Ont., public building.....	18, 131
Shushartie Bay, B.C., float.....	76, 163	Sturdie's Bay, B.C., wharf.....	76, 163
Shuswap Lake, B.C.....	163	Sturgeon, P.E.I., wharf.....	37, 149
Sidney, B.C.....	74, 163	Sturgeon Falls, Ont., post office.....	131
Sidney, B.C., experimental farm....	141	Sturgeon Landing, Sask.....	89, 160
Sillery, P.Q. (see Pointe à Pizeau)		Sudbury, Ont., public building.....	131
Silverwater, Ont., wharf.....	159	Summerland, B.C., experimental farm.	141
Simcoe, Ont., public building.....	131	Summerside, P.E.I.....	37, 149
Skeena River, B.C.....	84, 162	Summerside, P.E.I., experimental fox farm .....	115
Skidegate, B.C., wharf.....	74, 163	Summerside, P.E.I., public building..	115
Skinner's Cove, N.S.....	148	Summerville, N.B., ferry landing....	151
Skinner's Pond, P.E.I. ....	149	Summerville, N.S., wharf.....	35, 148
Sluice Point, N.S., wharf.....	35, 148	Surette Island, N.S., wharf.....	33, 148
Smith's Cove, N.S., beach protection.	35, 148	Surge Narrows, B.C., float.....	76, 163
Smith's Falls, Ont., public building..	131	Surveys and inspections.....	165
Snagboat <i>Samson</i> .....	161, 165	Sussex, N.B., public building.....	13, 117
Snake Island, Man., wharf.....	69, 160	Sutherland, Sask., forestry nursery station .....	20, 137
Snug Cove, B.C., wharf.....	76, 163	Swan River, Man., forestry office....	134
Sointula, B.C., wharf.....	76, 163	Swift Current, Sask., armoury.....	137
Soldier's Cove, N.S., wharf.....	35, 148		
Solicitor's Report .....	168		
Sombra, Ont.....	88, 159		
Sonora, N.S., wharf.....	33, 148		
Sooke, B.C., wharf.....	74, 163		

Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>S</b>		<b>S</b>	
Swift Current, Sask., experimental farm .....	137	Trois Pistoles, P.Q., post office.....	123
Swift Current, Sask., public buildings.	137	Trois Pistoles, P.Q., wharf.....	59, 157
Sydenham, Ont., public building (site).	131	Trois Rivières, P.Q., harbour.....	57, 157
Sydenham River, Ont. ....	89, 159	Trois Rivières, P.Q., public buildings..	123
Sydney, N.S., public buildings.....	11, 114	Trois Ruisseaux, P.Q.....	90
Sydney, N.S., wharf.....	148	Trout Cove, N.S., breakwater.....	35, 148
Sydney Mines, N.S. (see Barrington Cove)		Troy Pond, N.S., blocks.....	33, 148
Sydney Mines, N.S., public buildings.	11, 114	Truro, N.S., public buildings.....	11, 115
<b>T</b>		Trynor's Cove, N.B., wharf.....	43, 151
Tadoussac, P.Q., wharves.....	57, 157	Tucker Bay, B.C.....	75, 163
Tangier, N.S., wharf.....	35, 148	Turner's Island, N.S., wharf.....	35, 148
Tapp's Harbour, P.Q.....	157	Tusket, N.S., wharf.....	35, 148
Tara, Ont., military building.....	131	Tynemouth Creek, N.B., breakwater.	43, 151
Taylortown, N.B. ....	151	Tyrian SS. cable ship.....	110, 165
Telephones .....	104, 124	<b>U</b>	
Telegraph lines, generally.....	7, 100, 165, 166	Ucluelet, B.C. ....	76, 163
Telegraph lines, revenue.....	102, 167	Union Bay, B.C., post office.....	141
Tenecape, N.S. ....	89, 148	Union Bay, B.C., wharf.....	75, 163
Terrance Bay, N.S., wharf.....	33, 148	Upper Gagetown, N.B., wharf.....	43, 151
Terrebonne, P.Q., public building....	123	Upper Jemseg, N.B., wharf.....	42, 151
Test borings .....	164	Upper Ottawa, storage dams.....	165
Thames River, Ont.....	68, 89	Upper Port Latour, N.S., wharf.....	35, 148
The Narrows, P.Q.....	157	Uxbridge, Ont., public building.....	18, 133
Thessalon, Ont. ....	68, 159	<b>V</b>	
Thetford Mines, P.Q., public buildings.	123	Valleyfield, P.Q. ....	57, 90, 157
Thetis Island, B.C., float.....	76, 163	Valleyfield, P.Q., public building.....	123
Thorah Island, Ont., harbour.....	159	Van Anda, B.C., wharf.....	76, 163
Thornbury, Ont., wharf.....	66, 159	Vancouver, B.C., harbour.....	75, 163
Three Rivers, P.Q. (see Trois Rivières)		Vancouver, B.C., military buildings..	23, 141
Thurso, P.Q., wharf.....	59, 157	Vancouver, B.C., public buildings....	21, 141
Tiffin Harbour, Ont. (see Midland)..	89, 158	Vancouver Island, telegraphs.....	108, 165
Tignish, P.E.I., post office.....	115	Varenes, P.Q., wharf.....	58, 157
Tignish Harbour, P.E.I., breakwater..	37, 149	Verchères, P.Q., wharf.....	58, 157
Tikuabé, P.Q. (see St. Méthode)		Verdun, P.Q., public building.....	15, 121
Tilbury, Ont., post office.....	131	Vermilion, Alta., immigration building (site) .....	139
Tillsonburg, Ont., public building....	131	Vernon, B.C., public buildings.....	143
Timiskaming dam .....	165	Victoria, B.C. ....	76, 90, 163
Timiskaming, telegraphs .....	107, 165	Victoria, B.C., military buildings....	143
Tittle Passage, N.S.....	89, 148	Victoria, B.C., public buildings.....	22, 143
Tiverton, N.S., breakwater.....	148	Victoria, P.E.I., wharf.....	149
Tobermory, Ont., booms.....	68, 159	Victoria Beach, Man., breakwater-wharf .....	69, 160
Tobin Rapids, North Saskatchewan River .....	89, 160	Victoria Beach, Man., military building .....	134
Tofino, B.C., wharf.....	76, 163	Victoriaville, P.Q., public building....	123
Toney River, N.S.....	33, 148	Ville Marie, P.Q.....	58, 157
Toronto, Ont., harbour.....	66, 39, 90, 159	Vineland, Ont., experimental farm....	133
Toronto, Ont., military hospitals.....	132	Virden, Man., public building.....	19, 134
Toronto, Ont., public buildings....	17, 18, 23, 131	<b>W</b>	
Toronto Island, Ont.....	159	Walkerton, Ont., public buildings....	18, 133
Tracadie, N.B., lazaretto.....	117	Walkerville, Ont., public building....	18, 133
Tracadie, N.B., wharf.....	43, 151	Wallace, N.S. ....	35, 91, 148
Trail, B.C., public building.....	141	Wallace Bridge, N.S., wharf.....	35, 148
Trait Carré, P.Q.....	90	Walton, N.S., breakwater.....	35, 148
Transcona, Man., post office.....	134	Waterways, Alta., float.....	160
Treadwell, Ont., wharf.....	68, 159	Waterloo, Ont., public building.....	133
Trenton, N.S., post office.....	114		
Trenton, Ont. ....	67, 159		
Trenton, Ont., public buildings.....	133		
Trois Lacs, P.Q., wharf.....	57, 157		



Names of Places, etc.	PAGE	Names of Places, etc.	PAGE
<b>W</b>		<b>W</b>	
Waterloo, P.Q., public building.....	18, 123	Whyecomagh, N.S., wharf.....	35, 149
Watford, Ont., public building (site).....	133	Wiaraton, Ont., public buildings.....	17, 133
Waubaushe, Ont., wharf.....	68, 159	Wilcox Landing, B.C.....	76, 163
Waweig, N.B. ....	151	Wilkie, Sask., public building (site).....	137
Webster's, N.B., wharf.....	43, 151	William Head, B.C., quarantine station	22, 143
Welchpool, N.B., wharf.....	43, 151	William Head, B.C., wharf.....	76, 163
Welland, Ont., public buildings.....	18, 133	Williams, N.B., wharf.....	151
Wendover, Ont., wharf.....	67, 159	Wilson's Beach, N.B., wharf.....	43, 151
Wentworth, N.S. ....	91, 148	Windermere, B.C., experimental farm.....	143
West Advocate, N.S., breakwater.....	35, 148	Windsor, N.S. ....	34, 91, 149
West Baccaro, N.S.....	148	Windsor, N.S., public building.....	11, 115
Westbank, B.C., wharf.....	75, 163	Windsor, Ont., public buildings.....	18, 133
West Bay, N.S., wharf.....	35, 149	Windsor, Ont., wharf.....	67, 159
West Chezzetcook, N.S., wharf.....	35, 149	Windsor, P.Q., post office.....	123
West Dover, N.S., wharf.....	35, 149	Wingham, Ont., post office.....	133
West Dublin, N.S.....	91, 149	Winnipeg, Man., military buildings.....	23, 24, 134
Western Head, N.S., breakwater.....	34, 149	Winnipeg, Man., public buildings.....	19, 134
Western Shore, N.S., wharf.....	149	Winnipegosis, Man. ....	160
West Head, N.S., wharf.....	34, 149	Woburn, P.Q., wharf.....	59, 157
West La Have, N.S.....	34, 149	Wolfville, N.S., post office.....	115
West Point, B.C., float (see Tucker Bay) .....	75, 163	Wolfville, N.S., wharves.....	34, 149
West Point, P.E.I., wharf.....	37, 149	Woodman's Beach, P.Q., breakwater.....	58, 157
West Poplar, Sask., immigration building .....	137	Woodstock, N.B., public building.....	13, 117
Westport, N.S., wharf.....	35, 149	Woodstock, Ont., public building.....	18, 133
West St. John, N.B.....	41, 83, 151	Woodwards, B.C. (see Fraser River).....	76, 161
Westville, N.S., public building.....	11, 115	Woodward's Cove, N.B., breakwater.....	43, 151
Wetaskiwin, Alta., post office.....	139	Wyatt Bay, B.C., float.....	76, 163
Weyburn, Sask., public buildings.....	20, 137		
Weymouth, N.S., armoury.....	115	<b>Y</b>	
Whaletown, B.C., wharf.....	76, 163	Yamaska, P.Q. ....	157
Wheatley, Ont., pier.....	67, 159	Yarmouth, N.S. ....	91, 149
Whitby, Ont. ....	68, 159	Yarmouth, N.S., public buildings.....	115
Whitby, Ont., public buildings.....	133	Yarmouth Bar, N.S.....	35, 91, 149
White Head, N.B., wharf.....	43, 151	York, Ont., bridge (Grand River).....	164
Whitemans Creek, B.C., wharf.....	76, 163	Yorkton, Sask., public building.....	20, 137
White Rock, B.C., wharf.....	76, 163	Young's Cove, N.B., wharf.....	43, 151
White's Cove, N.B., wharf.....	43, 151	Young's Cove, N.S., wharf.....	35, 149
Whitewaters, N.S., wharf.....	34, 149	Yukon .....	77, 164
Whonnock, B.C., wharf.....	76, 163	Yukon, public buildings.....	144
		Yukon, telegraphs .....	109, 165

Date	Patient's Name	Age	Sex
1914	John Doe	45	M
1915	Jane Smith	32	F
1916	Robert Brown	28	M
1917	Mary White	25	F
1918	William Black	35	M
1919	Elizabeth Green	22	F
1920	Thomas Grey	40	M
1921	Sarah Hall	30	F
1922	Charles King	27	M
1923	Anna Lee	24	F
1924	Frank Miller	33	M
1925	Grace Wilson	21	F
1926	Henry Taylor	38	M
1927	Irene Adams	26	F
1928	James Baker	31	M
1929	Katherine Clark	23	F
1930	Leo Evans	36	M
1931	Margaret Foster	29	F
1932	Nathan Gibson	20	M
1933	Olivia Harris	34	F
1934	Philip Jones	28	M
1935	Rebecca King	25	F
1936	Samuel Lee	32	M
1937	Teresa Miller	27	F
1938	Victor Wilson	39	M
1939	Wendy Adams	24	F
1940	Xavier Baker	37	M
1941	Yvonne Clark	22	F
1942	Zachary Evans	30	M
1943	Alice Foster	26	F
1944	Benjamin Gibson	35	M
1945	Carlita Harris	21	F
1946	David Jones	33	M
1947	Evelyn King	28	F
1948	Frederick Lee	31	M
1949	Gladys Miller	25	F
1950	Harold Wilson	38	M
1951	Irene Adams	29	F
1952	James Baker	32	M
1953	Katherine Clark	23	F
1954	Leo Evans	36	M
1955	Margaret Foster	27	F
1956	Nathan Gibson	20	M
1957	Olivia Harris	34	F
1958	Philip Jones	28	M
1959	Rebecca King	25	F
1960	Samuel Lee	32	M
1961	Teresa Miller	27	F
1962	Victor Wilson	39	M
1963	Wendy Adams	24	F
1964	Xavier Baker	37	M
1965	Yvonne Clark	22	F
1966	Zachary Evans	30	M
1967	Alice Foster	26	F
1968	Benjamin Gibson	35	M
1969	Carlita Harris	21	F
1970	David Jones	33	M
1971	Evelyn King	28	F
1972	Frederick Lee	31	M
1973	Gladys Miller	25	F
1974	Harold Wilson	38	M
1975	Irene Adams	29	F
1976	James Baker	32	M
1977	Katherine Clark	23	F
1978	Leo Evans	36	M
1979	Margaret Foster	27	F
1980	Nathan Gibson	20	M
1981	Olivia Harris	34	F
1982	Philip Jones	28	M
1983	Rebecca King	25	F
1984	Samuel Lee	32	M
1985	Teresa Miller	27	F
1986	Victor Wilson	39	M
1987	Wendy Adams	24	F
1988	Xavier Baker	37	M
1989	Yvonne Clark	22	F
1990	Zachary Evans	30	M
1991	Alice Foster	26	F
1992	Benjamin Gibson	35	M
1993	Carlita Harris	21	F
1994	David Jones	33	M
1995	Evelyn King	28	F
1996	Frederick Lee	31	M
1997	Gladys Miller	25	F
1998	Harold Wilson	38	M
1999	Irene Adams	29	F
2000	James Baker	32	M



# REPORT OF THE DEPUTY MINISTER OF PUBLIC WORKS

FOR THE  
FISCAL YEAR ENDED MARCH 31, 1926

DEPARTMENT OF PUBLIC WORKS, CANADA

OTTAWA, October 21, 1926.

Hon. J. C. ELLIOTT, K.C.,  
Minister of Public Works,  
Ottawa, Ont.

SIR,—I have the honour to submit the report of the Department of Public Works for the fiscal year ended March 31, 1926.

## EXPENDITURE

The total expenditure incurred by the department during the fiscal year 1925-26 on its various works of construction, maintenance and operation amounted to the sum of \$18,514,834.69.

The details of this outlay may be classified as follows:—

Harbour and river works.. . . .	\$ 6,296,292 80
Dredging, plant, etc.. . . . .	2,350,225 33
Roads and bridges.. . . .	304,073 62
Public buildings.. . . .	7,778,324 40
Telegraphs.. . . .	856,143 93
Miscellaneous.. . . .	245,061 10
Civil Government.. . . .	684,713 51

\$ 18,514,834 69

As compared with the total for last year, there is a decrease of \$787,448.84, accounted for by a decrease in expenditure of \$233,173.56 for harbours and rivers, \$729,470.54 for public buildings, \$49,374.67 for telegraphs and \$348,421.01 for miscellaneous; the increase being \$306,590.39 on dredging, \$244,076.72 on roads and bridges, and \$22,323.83 on Civil Government.

## REVENUE

The revenue for the year amounted to the sum of \$669,235.02 and is made up as follows:—

Graving docks.. . . .	\$ 85,382 55
Rents.. . . .	130,594 12
Telegraphs.. . . .	294,181 00
Casual revenue.. . . .	154,534 78
Ferries.. . . .	4,542 57

\$ 669,235 02

As compared with last year, there is an increase of \$76,326.02. The increase in revenue received from rents amounts to \$8,006.38, from casual revenue \$73,639.76, from ferries \$2,682.57, and from telegraphs (net traffic revenue) \$4,823.15; the only decrease in revenue being \$7,448.75 received from graving docks.

## HARBOUR AND RIVER WORKS

The total expenditure in this branch was \$6,296,292.80, which is \$233,173.56 less than last year's outlay.

The following is a list of the works which have been completed during the year:—

*Nova Scotia.*—Fisherman's Harbour, wharf construction; Freeport, breakwater extension; Great Village, wharf replacement; Gulliver's Cove, breakwater construction; Ingonish Bay, breakwater reconstruction; Port Greville, breakwater repairs; Portuguese Cove, breakwater construction; Saulnierville, breakwater extension; Windsor, wharf extension; Wolfville, wharf construction.

*New Brunswick.*—St. John, grain conveyer galleries; West St. John, extension to frostproof warehouse.

*Quebec.*—Bagotville, wharf extension and repairs; Baie St. Paul, bank protection in Rivière du Gouffre, and wharf repairs; Bonaventure, breakwater extension; Cross Point, extension to eastern wing of breakwater; Desjardins, wharf reconstruction; Grondines, construction of wharf extension; Lachine, reconstruction of C.N.R. wharf; Lotbinière, reconstruction of portion of wharf; Matane, reconstruction and extension to eastern breakwater; Miguasha, construction of landing-slip; Port au Saumon, reconstruction of part of wharf; Roberval, wharf improvements; Sorel, reconstruction of portion of high level wharf; St. André, wharf repairs; Ste. Croix, wharf repairs; St. Laurent, I.O., wharf repairs; Trois Rivières, steel freight shed; Valleyfield, reconstruction of wharf.

*Ontario.*—Burlington Channel, reconstruction of south pier; Chatham (McGregor's Creek), repairs to revetment wall; Cobourg, repairs to east pier; Collingwood, reconstruction of part of western breakwater; Cumberland, wharf reconstruction; Goderich, breakwater reconstruction and mooring-wharf; Honey Harbour, wharf construction and approach; Meaford, reconstruction of eastern breakwater; Oshawa, breakwater construction; Owen Sound, construction of close-pile harbour wall; Pelee Island, extension to western wharf; Pembroke, reconstruction of wharf; Port Colborne, western breakwater repairs; Port Maitland, west pier repairs; Saugeen River, construction of landing-block; Toronto, reconstruction of section "K" of western breakwater.

*Manitoba.*—Delta, protection works.

*British Columbia.*—Blubber Bay, wharf construction; Campbell River, wharf repairs; Clayoquot, repairs to wharf and approach; Columbia River (below Burton), construction of submerged dams and removal of rock; Esquimalt, construction of transformer-house at dry dock; False Bay (Lasqueti Island), wharf construction; Fraser River, North Arm, extension to jetty; Haney, reconstruction of wharf; Mission, wharf reconstruction; Pitt Lake, wharf reconstruction; Port Clements, wharf repairs; Riondel, construction of wharf; Sayward, wharf replacement; Steveston, construction of north dyke No. 1; Westbank, reconstruction of wharf.

The following works under contract were in progress at the end of the fiscal year:—

*Nova Scotia.*—Arisaig, wharf construction; Dingwall (Aspy Bay), breakwater construction; Finlay Point, construction of breakwater-wharf; Hall's Harbour, breakwater extension; Little Judique Ponds, construction of breakwater-wharf; Lower Sandy Point, breakwater construction; Main-à-Dieu, wharf construction; Parrsboro, wharf construction; Port Maitland, breakwater construction.

*New Brunswick.*—Courtenay Bay (St. John), breakwater extension; Escuminac, construction of part of breakwater; Grand Harbour (Ingall's Head),



breakwater construction; Green Point, pier construction; Mill's Point, wharf extension and repairs; Shediac, wharf repairs; West St. John, construction of cattle shed.

*Prince Edward Island*.—New London, breakwater construction.

*Quebec*.—Cap de la Madeleine, wooden shed, and wharf improvements; Caughnawaga, reconstruction of wharf; Chandler, extension to wharf and landing; Father Point, wharf improvements and repairs; Maria, reconstruction of part of wharf superstructure; Matane, reconstruction of wharf superstructure; St. Antoine de Tilly, wharf reconstruction; Ste. Pétronille, I.O., wharf improvements.

*Ontario*.—Burlington, breakwater extension; Chute à Blondeau, reconstruction of wharf; Kincardine, pier repairs; Midland, wharf construction; Oshawa, harbour improvements; Port Arthur, rubble mound breakwater; Port Burwell, reconstruction of east pier and rubble mound construction; Port Maitland, repairs to east pier; Port Stanley, harbour improvements; Thessalon, breakwater extension; Toronto (eastern channel), reconstruction of part of west pier.

*Manitoba*.—Dauphin Beach, reconstruction of wharf; Victoria Beach, wharf extension.

*British Columbia*.—Fraser River (Woodwards Slough), dam construction.

*Esquimalt Dry Dock*.—The construction of the graving dock at Skinner's Cove, Esquimalt Harbour, for which a contract was let in January, 1921, to Peter Lyall & Sons Construction Company, Limited, was proceeded with.

The total amount paid the contractors during the year was \$738,490.

The work on the contract awarded in 1924 to Messrs. Hodgson, King & Marble for the supply and installation of machinery is nearly completed and the total value of the work done to the end of the year was \$339,172.88.

The construction of two steel floating caissons for the new dry dock was continued by the contractors, Messrs. Yarrows Limited.

#### DREDGING

The sum expended under this heading amounted to \$2,350,225.33, which is \$306,590.39 more than the outlay of the previous year.

Two dredges, two tugs and six scows, for which the department had no further use, were disposed of.

In British Columbia, operations were continued in the Fraser river, north arm, the Fraser river main channel, and work was performed at other points on this river and in the Courtenay and Lower Columbia rivers. The other principal places at which dredging was done are Kootenay Landing, Ladner, Procter, Salmon Arm, Vancouver, and Victoria.

In Manitoba, navigation was maintained on the Red river and at points on lake Winnipeg. The dredging of a channel in Cumberland lake was continued, and also at the entrance channel at Big George island, and Winnipegosis.

In Ontario, important dredging was done at Belle River, Blind River, Byng Inlet, Cobourg, Collingwood, Gananoque, Goderich, Honey Harbour, Jeannette's Creek, Kincardine, Meaford, Midland, Mitchell's Bay, Owen Sound, Pembroke, Penetanguishene, Port Burwell, Port Hope, Port Maitland, Port Stanley, Sarnia, Sault Ste. Marie, Sydenham river, Thames river, and Toronto.

In Quebec, important dredging was performed at Batiscan, Bersimis, Berthierville, Charlemagne, Como, Contrecoeur, Doucet's Landing, Grosse Isle, Lachine, Matane, Nicolet river, Notre-Dame de Pierreville, Port Alfred, Repentigny, Rivière Beaudette, Rivière du Loup (en haut), Rivière St. François, Saguenay river, Sorel, St. Antoine de Tilly, St. Jean Deschaillons, and Valleyfield.

In New Brunswick, dredging was done at Buctouche and St. John and in the Gaspereau river, Miramichi bay, and St. John river.

In Nova Scotia, important work was carried out at Blandford, East river, Inverness, Liverpool, Lunenburg, Mahone Bay, Malagash, North Sydney, Parrsboro, Petit de Grat, Port Mouton, Port Mulgrave, Sheet Harbour, St. Ann's harbour, Wallace, and Yarmouth.

In Prince Edward Island, considerable dredging was performed at Charlottetown, French River, Miminegash, Savage Harbour, Summerside, and Victoria.

Special reports, to the number of 102, were forwarded to the Department of Marine covering the works of dredging performed during the season, so that mariners might be kept acquainted, by means of alterations to charts and notices to mariners, with such work as has been accomplished.

#### FERRIES

The tolls collected from the twenty-seven licenses issued for 1925-26 amount to \$3,855.90. Within that year there was also deposited the sum of \$686.67 collected as balance due from the Rockcliffe, Ont.-Gatineau Point, Que., ferry, which made \$4,542.57 in all collected within the year. Three new ferry routes, namely, Rockport, Ont., and Alexandria Bay, N.Y., Gananoque, Ont., and Clayton, N.Y., and Kingston, Ont., and Cape Vincent, N.Y., were licensed during the year. The license for the Norway Bay, P.Q.-Sand Point, Ont., ferry route expired since last year and has not been so far renewed.

#### PUBLIC BUILDINGS

The sum expended on construction, maintenance, and repairs of public buildings throughout the Dominion was \$7,778,324.40, which is \$729,470.54 less than the outlay of last year.

Of this amount \$2,247,407.86 was expended on construction and improvements of public buildings, and \$5,530,916.54 on repairs and maintenance.

The following buildings and works were completed during the year:—

*Prince Edward Island.*—Montague concrete retaining wall.

*New Brunswick.*—Partridge Island Quarantine Station, frame cottage; Shediac, public building.

*Quebec.*—Loretteville, public building; Verdun, public building.

*Ontario.*—Hamilton, new elevator; Napanee, improvements to heating and plumbing in public building; Ottawa, a sheet asphalt paved driveway and sidewalks on Parliament Hill, standard greenhouse and iron fence at Rideau Hall, small greenhouse for seed laboratory at Experimental Farm, laboratory for Department of Mines, boiler shed, coal bunker and heating equipment at Fuel Testing Plant, heating tunnel between the Hunter building and the Harris and Campbell building, and oil-burning equipments on six heating boilers at Victoria Museum; Toronto, Seed Branch building, 84 Collier street.

*Manitoba.*—Winnipeg, laboratory and cereal rust investigation building and alterations to main immigration hall.

*British Columbia.*—Courtenay, public building; Kamloops, public building; New Westminster, tunnel uniting public building and examining warehouse; Revelstoke, public building; Vancouver, office for grain inspectors and rearrangement of space for offices in examining warehouse.

The following works were still under construction at the close of the year:—

*Nova Scotia.*—Lawlor's Island Quarantine Station, engineer's cottage; Pictou, addition to public building; Stellarton, public building.

*New Brunswick.*—Chipman, public building; South Nelson, public building; St. John, reconstruction of old post office building after fire; St. John, Partridge Island Quarantine Station, frame cottage.



*Quebec.*—Maniwaki, public building; Montreal, postal station "R", St. Denis Division, and inspection and fumigation station; Rimouski, addition to public building; St. Jacques de l'Achigan, public building; St. Jérôme, alterations to public building.

*Ontario.*—Gravenhurst, public building; Kitchener, addition to public building; Leamington, onion warehouse; Ottawa, Parliament Building tower; Port Colborne, public building; Stouffville, public building; Wiarton, public building.

The following works were also undertaken and completed:—

#### MILITARY HOSPITALS

*London, Ont.*—Westminster Hospital: alterations and additions to unit "H."

#### MILITARY BUILDINGS

*Picton, Ont.*—Drill Hall: new asbestos roof.

*Renfrew, Ont.*—Armoury: new galvanized iron roof.

*Winnipeg, Man.*—Armoury, McGregor street: repairs to main roof; Tuxedo Military Barracks: alterations to former Red Cross building for officers' mess room.

*Esquimalt, B.C.*—R. C. N. Barracks and H. M. C. Dockyard: new buildings and renovation to buildings after fire.

#### LEASES

The cost of maintaining the public buildings was \$5,530,916.54, of which \$1,367,974.02 was paid out as rentals for buildings or parts of buildings occupied by different departments.

At the end of the fiscal year 1925-26 the number of leases in force was 423, a decrease of nine from the preceding year. The rentals for 1924-25 as shown in last year's report, amounted to \$1,411,179.57. The rentals for 1925-26 show a decrease of \$43,205.55.

The following is a table showing the number of leases in force and rentals paid in each province:—

Nova Scotia.. . . . .	23	\$	36,627 21
Prince Edward Island.. . . . .	5		805 00
New Brunswick.. . . . .	23		14,121 00
Quebec.. . . . .	68		92,910 78
Ontario.. . . . .	101		184,361 75
Ottawa.. . . . .	45		672,637 09
Manitoba.. . . . .	34		65,805 04
Saskatchewan.. . . . .	44		73,976 69
Alberta.. . . . .	42		147,438 03
British Columbia.. . . . .	36		78,631 43
Yukon.. . . . .	2		660 00
	423	\$	1,367,974 02

#### RECONSTRUCTION OF PARLIAMENT BUILDINGS

*Exterior Masonry.*—The reinforced concrete spire on the tower was completed. This work was commenced on the 9th of April and finished on the 2nd of June. Approximately 672 cubic yards of reinforced concrete was poured during this time.

*Interior Masonry.*—The walls and groined ceiling of the Memorial Chamber were completed. The floors of the small rooms off the ante-room to the Memorial Chamber were set. All the Memorial Chamber walls and ceiling, together with the circular stairs and ante-room, were cleaned down and pointed. The groined ceiling at the main entrance hall was also pointed and finished. Terra cotta

partitions were built and plastered complete, with picture mould and oak base in rooms 519, 563, 323 and 667. The floor was laid in the ante-room and Memorial Chamber. The concrete base for the clock was completed.

*Carpentry Work.*—All necessary scaffolds were built to accommodate masons and concrete workers on the spire of the tower and in the Memorial Chamber, also in the main entrance hall. One hundred and six pictures were framed. A new door was placed in room 388. Fourteen doors and frames were set in the tower at the lookout and balcony level, window screens were made and miscellaneous work around the building was attended to. Storm sashes were installed in the dining room. The doorway was widened in the Governor General's suite and the framework put in.

*Bronze and Copper Work.*—The reinforced concrete spire on the tower was covered with copper. A bronze flag pole was erected and a bronze frame made for the cluster lights at the top. The four bronze dials in the tower were set and glazed with opal glass. The hands of the clock and the machinery for operating them were installed.

*Ornamental Iron Work.*—The permanent iron ladders were installed in the tower from the clock chamber platform to the top of the spire. Brass plates commemorative of the eight battles of the Great War were made for the floor of the Memorial Chamber.

*Elevators.*—The long lift electric passenger elevator starting at the bell chamber and extending to the clock chamber was installed. The short rise elevator running from the Memorial Chamber to the bell chamber is approximately seventy-five per cent completed and will be finished when the bells are installed.

*Electrical Work.*—Electric heaters were installed in the Memorial Chamber and the electrical work in the tower was about sixty per cent completed. New beacon lights were also placed at the top of the tower.

*Modelling and Carving.*—The four soldier figures on the tower have been completely carved. All the models have now been completed and approved and the carvers are working on the altar stone for the Memorial Chamber. A contract was awarded to Ira Lake for the carving of the Memorial Chamber and work was commenced on March 4, 1926.

*Roadways and Sidewalks.*—A new asphalt driveway was constructed across the front of the building and on the east and west approaches. A new granite curb and concrete sidewalks were also built at the front. Parking spaces for automobiles were made at the east and west sides of the building.

*Wrought-Iron Work.*—The following iron articles were completed: thirty-five fire screens, eighteen pairs of firedogs, three coal boxes, thirteen small fenders, seven fire baskets, eighteen pokers, eighteen tongs and the large firedogs for the Commons reading room; a calendar stand for the table in the Commons Chamber; an iron ink stand for the Commons Chamber; three wrought iron desk lamps, similar to those supplied the Speaker of the House of Commons; iron mounts for five coal boxes and the forging for thirteen fire screens; a special iron damper for the Commons reading room chimney; and iron clamps for holding bronze tops on four iron rails in front of the windows at the entrance to the Memorial Chamber.

*Generally.*—All temporary shops and the office at the east side of the Parliament Buildings were removed and the grounds graded ready for sodding. The north section of the stone shop on Sussex street was removed and only a sufficient portion of this building is now standing to accommodate the wrought iron workers and for the storage of materials.



The following contracts were awarded during the year:—

Architectural Bronze & Iron Works, Limited, for two pairs of bronze doors complete with bronze threshold for short rise elevator in tower.

Ira Lake, for carving in Memorial Chamber.

Pritchard Andrews Company of Ottawa, Limited, for supplying wrought and ornamental iron work for the alterations to the Commons and Senate post offices on the ground floor.

R. A. Sproule & Son, for supplying interior woodwork for alterations to Commons and Senate post offices on ground floor.

#### MONUMENT TO SIR WILFRID LAURIER

An open competition was held for the submission of designs for a monument, to the memory of the late Sir Wilfrid Laurier, which is to be erected on a site adjacent to the Eastern Block, on Parliament Hill.

The assessors who judged the forty models received were the Committee of the Cabinet who advise on the erection and embellishment of Government buildings and grounds in Canada, in conjunction with the Advisory Arts Council for the Government of the Dominion of Canada, with whom were subsequently associated as advisers, Mr. H. A. MacNeil, Sculptor, the nominee of the Royal Academy of Arts, and Mr. J. A. Pearson, Architect, the nominee of the Royal Architectural Institute of Canada.

The first award was given to the model submitted by Mr. J. Emile Brunet, Sculptor, of Montreal, who was accordingly granted the contract for the monument, which consists of a bronze portrait statue on a granite pedestal.

A public exhibition of the models received in the competition was held in room 124 of the Hunter building, during two weeks, thus giving the public an opportunity of seeing this display of sculptors' work received from overseas, United States and Canada.

#### NATIONAL COMMEMORATIVE WAR MONUMENT

Competitive designs were invited for a National Commemorative War Monument to be erected on Connaught Place, Ottawa.

The designs and models received were judged by Henry Sproatt, LL.D., R.C.A., Hermon A. MacNeil, N.A., and F. J. Shepherd, M.D., C.M., LL.D., F.R.C.S.

One hundred and twenty-seven designs were received in the first stage of the competition, and the authors of the best seven of these were asked to submit models of their drawings, for the second stage.

The model awarded first place was the one submitted by Mr. Vernon March, Sculptor of England, who was therefore given the contract for the monument.

After the final award had been made, the models and designs were placed on public exhibition in the Archives building, Sussex street, from January 30 to February 13.

#### TELEGRAPHS

At the close of the fiscal year the pole mileage was 10,721½ miles, wire mileage 13,665½ miles, cables 354½ knots; with 1,066 offices.

The messages sent during the year aggregated 522,796, as compared with 499,358 for the preceding year, an increase of 23,438.

The expenditure on construction, repairs and maintenance was \$856,143.93, as against \$905,518.60 for 1924-25, a further decrease of \$49,374.67 supplementing decreases of \$35,159.12 in 1924-25, \$19,210.90 in 1923-24 and \$64,227.49 in 1922-23, making a total of \$167,972.18 in the last four years.

As regards revenue, the net traffic revenue derived from the operation of the Government Telegraph Service during 1925-26 was \$287,719.58, showing an increase over 1924-25 of \$4,823.15, distributed amongst the various provinces as follows:—

	Increase	Decrease
Bay of Fundy.. . . . .	\$ 104 05	\$ .....
Cape Breton.. . . . .	478 89	.....
Chatham-Escuminac.. . . . .	509 59	.....
North Shore, east of Bersimis.. . . . .	368 24	.....
North Shore, west of Bersimis.. . . . .	1,853 79	.....
Quebec County.. . . . .	.....	251 21
Anticosti (leased).. . . . .	.....	552 98
Orleans System.. . . . .	89 70	.....
Magdalen Islands.. . . . .	353 07	.....
Pelee Island.. . . . .	.....	121 45
Saskatchewan.. . . . .	.....	136 63
Alberta.. . . . .	382 14	.....
Dawson-Ashcroft.. . . . .	.....	5,078 87
British Columbia Mainland.. . . . .	3,045 72	.....
Vancouver Island.. . . . .	3,779 10	.....
	<hr/> \$10,964 29	<hr/> \$ 6,141 14
Net increase.. . . . .	\$ 4,823 15	

The foregoing shows that the revenue has increased in every district but five. In Quebec county the decreased activity in the lumber industry of the regions served by these lines affected the revenue, 1,680 fewer messages than in the previous year being handled.

The decrease in Pelee Island was due to the fact that the cable between Pelee Island and the mainland was interrupted in the autumn of 1925, and only repaired in the summer of 1926, the frozen condition of the lake and the unfavourable weather during the spring causing the delay.

In Saskatchewan the decrease resulted from the closing, during the year, of four offices, rearrangements in the operation of others and the abandoning of 102 miles of line. The cost of maintenance and operation was \$11,706.34 less in 1925-26 than in 1924-25, yet the reduction in revenue was only \$136.63.

The decrease in revenue from the Yukon System was caused by the closing to traffic of a section of this line between Hazelton, B.C., and Telegraph Creek, from April to September. This was done to give the wireless stations an opportunity to ascertain if they could give a satisfactory service to all Yukon and northern British Columbia points and with the view of reducing the maintenance cost of the land line. With the reopening of this line, a rearrangement of the sections was effected whereby six stations were closed, thus decreasing the cost of operation.

To meet a requirement of the Excise Act passed at the session of 1922, there was collected for the Department of Customs and Excise a tax of \$6,294.86 on all telegraphic business handled by the Government Telegraph Service.

The gross revenue from all sources was \$294,181.

#### NATIONAL GALLERY

The success achieved during the year by the National Gallery in the development of art in Canada has been most satisfactory. Considerable improvement has been made in the method of purchasing Canadian works for the national collection. Previously a small committee of the Board of Trustees made selections from each individual exhibition as it occurred. At present, a committee of the board, with the director, visits all recognized exhibitions of art and invites selections that are considered the best work to a special exhibition held in Ottawa once a year. From this collection the entire board carefully chooses the purchases for the National Gallery.



As a result of the loan exhibitions, several centres are now providing or planning suitable art galleries, and showing other tangible proofs of an increasing interest in art. The National Gallery brought together in England an important collection of contemporary British painting, which was exhibited in Ottawa, Montreal, Toronto, and Winnipeg. In places where personal lecturing is impracticable, a system of written lectures, illustrated by lantern slides, has been inaugurated. These lectures are free, and are proving very effective in spreading authentic art information.

The management of the Canadian Section of Fine Arts of the British Empire Exhibition has been one of the most successful works carried out by the National Gallery. As a result of the tour of the provincial galleries in England, a special selection of twenty-five Canadian pictures, chosen by the Belgian Government, was sent to Ghent as part of the British representation in the International Exhibition held there. This signal honour is indicative of the appreciation won by Canadian art abroad. Canada was the only British Dominion invited to participate, and of the 125 pictures in the British Section twenty-five were Canadian works. The Canadian Exhibition at Wembley was again invited this year to be exhibited in several of the principal galleries in England. As a result of this, Canadian artists have received invitations to exhibit at the International Exhibition in Pittsburg, at Los Angeles and Philadelphia, and in other foreign exhibitions.

Loan exhibitions were sent to the following cities and towns:—

Halifax, N.S.; Fort William, Guelph, London, Napanee, Stratford, Walkerville, Ont.; Winnipeg, Man.; Moose Jaw, Sask.; Edmonton, Alta.; New Westminster, Prince Rupert, Victoria, B.C.

Among the principal accessions made to the collection during the year were thirty-one oil paintings and a pastel, the titles of which, with the names of the authors, will be found in the report of the trustees of the National Gallery included in this volume.

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Appended to this report will be found detailed statements from the different branches, giving full particulars of the various works carried out by the department during the year.

I have the honour to be, sir,

Your obedient servant,

J. B. HUNTER,  
*Deputy Minister.*

## PUBLIC BUILDINGS

By R. C. Wright, Chief Architect

### NOVA SCOTIA

#### HALIFAX

*Lawlor's Island Quarantine Station.*—A portion of the old stores building was demolished and on the site a new cottage was constructed for the engineer. The building is 56 by 29 feet, of frame construction on concrete foundations. It is one story high and heated by hot air. A drain is laid from the cottage to the sea and water connections are made with the supply main. The First-class Detention hospital, which was beyond repair, was torn down. The engineer's old cottage was repaired. All the buildings were overhauled and painted.

*Generally.*—Various repairs and improvements were made to the Bellevue building and Rockhead quarantine hospital.

#### LIVERPOOL

*Public Building.*—A new tower clock was installed to replace the old one which was worn out and beyond repair. The building was repaired and painted.

#### LUNENBURG

*Public Building.*—Alterations were made in the customs offices. Wickets were cut in the partitions next to the hall and fitted with sashes. The counter was enlarged and placed adjacent to the wall. The electric lighting was altered to suit the new requirements.

#### NORTH SYDNEY

*Public Building.*—Repairs were made to the stonework, woodwork, plumbing, slate and copper roofs. The interior and exterior of the building were painted. Three five-light standards were placed on the street in front of the building.

#### PICTOU

*Public Building.*—A contract was awarded for the construction of an addition to the rear of the public building. This addition is 44 by 15 feet, of stone, one-story high with basement. It will provide increased space for post office purposes. The interior of the building was cleaned, painted and kalso-mined.

#### STELLARTON

*Public Building.*—A contract was awarded for the erection of a public building. The site for this building was purchased in 1912 and comprises two lots having a frontage of 98 feet on the western side of Main street by a depth of 130 feet on one lot, and 140 feet on the other. The building measures 40 feet on Main street by a depth of 33 feet 6 inches, with an annex, 13 feet 4 inches by 3 feet 6 inches, and is a brick structure on concrete foundations, one and one-half stories high. The exterior steps are of stone. The cornice is metal and the roof is covered with ready-roofing shingles. The building is heated by steam. The ground floor will provide accommodation for the post office and the second floor for living quarters. Plans and specifications have been prepared for the interior fittings.



## SYDNEY

*Public Building.*—The addition to the building described in last year's report has been completed.

## GENERALLY

Minor alterations, improvements or repairs were made, or painting done to the public buildings at Antigonish, Baddeck, Bridgewater, Inverness, New Glasgow, Parrsboro, Sydney Mines, Truro, Westville and Windsor.

## PRINCE EDWARD ISLAND

## CHARLOTTETOWN

*Public Building.*—General repairs were made.

## MONTAGUE

*Public Building.*—A concrete sidewalk was laid and a step and railing were erected in front of the building. A new concrete retaining wall was constructed and the roadway graded.

## NEW BRUNSWICK

## CHATHAM

*Public Building.*—The building was rewired for electric lighting and new fixtures were provided. The interior fittings were altered and additional boxes installed.

## CHIPMAN

*Public Building.*—A contract was awarded for the erection of a public building on a site having a frontage of 103 feet 6 inches on the Canadian Pacific Railway right of way, with a depth of 67 feet on the west and 96 feet 2 inches on Gordon road. The building is 29 feet 6 inches by 32 feet 6 inches, with an annex 10 feet 6 inches by 5 feet. It is one-story high, of brick, on concrete foundations, and the roof is covered with asbestos shingles. The building is arranged for post office purposes. It is heated by a hot air furnace. A well was sunk 80 feet in depth, to supply the drinking water. The interior fittings are being installed by contract.

## EDMUNDSTON

*Public Building.*—The new public building, described in last year's report, has been completed. The installation of the interior fittings was carried out under contract.

## SOUTH NELSON

*Public Building.*—A contract was awarded to construct a public building on a site having a frontage of 50 feet on the public highway, by a depth of 100 feet. It is a one-story brick structure on concrete foundations and measures 29 feet 6 inches by 32 feet 6 inches, with an annex 10 feet 6 inches by 5 feet. It will provide accommodation for the post office. The heating is by hot air furnace. Water is obtained from a well and supplied to the building by an electrically-driven deep-well pump and pressure tank. The post office fittings are being supplied and installed by contract.

## ST. JOHN

*Customs Building.*—Repairs were made to the copper work of the roof and tower. Basement areas were taken down and rebuilt. Repairs were made to the passenger elevator and new switch control cables installed. General alterations and repairs were made in the basement and on the ground floor.

*New Public Building.*—The concrete sidewalk in front of the building was repaired. Steel beams were placed in the opening left for taking in the boilers at the rear of the post office. The conduit was fitted up to supply power for the freight elevator and new plates were placed on the gates.

*Old Post Office.*—As mentioned in last year's report the whole top story and roof were destroyed by fire on March 15, 1925, and the building was damaged throughout. It has now been entirely remodelled and converted into a first-class modern office structure.

Contracts were awarded for a steel and fireproof roof, a steam heating system, passenger and freight elevators and marble and terrazzo flooring.

As considerable damage was done by water, practically the whole building was replastered. New hardwood floors were laid throughout. On the first floor, wood and glass partitions were removed and terra cotta partitions erected. The fourth story, which is under the roof level, was entirely reconstructed, and practically adds an additional floor to the building. The partitions are of terra cotta, forming offices for the Engineering Branch and janitor's quarters. The ground floor corridor and the floors of the lavatories are of terrazzo. The main corridor walls have a dado 7 feet high of Missisquoi marble, while the walls of the lavatories have one of Keene's cement. The divisions in the toilet rooms are of marble. The windows are provided with weather stripping. The heating apparatus, with the exception of the boiler, is new, including vacuum and feed pump, piping and radiators. The plumbing work was entirely renewed and remodelled, and a stand pipe, with valves and hose on each floor, was provided for fire protection. A vacuum cleaning system was installed with two outlets on each corridor, also with cleaning hose and attachments. The motor and fan for this system are placed in the sub-basement. The engineer's plan-room on the fourth floor is constructed of fireproof materials, with concrete floor and Kalamein doors. A revolving door has been installed at the main entrance on Prince William street. The entire building is wired in conduit for electric light and new fixtures are provided. The building is equipped with electric passenger and freight elevators. The walls and woodwork were painted.

*Quarantine Station, Partridge Island.*—A contract was awarded for the construction of a cottage. The building, which is 24 by 34 feet, is of frame construction on concrete foundations, the walls being clapboarded and the roof shingled. The floors are of hardwood. The heating is supplied by a hot air furnace. In the living room there is an open fireplace.

The old brick house was remodelled for a stable, workshop and store-room for the ambulance. A 5-inch galvanized iron pipe was laid from the wharf to the fuel-oil tank for conveying oil from the lighter to the tank. The fuel tank was repaired and the coil of the container shellacked. The boiler breeching in the Third-class Detention building was renewed. New copper ventilators were placed on the First-class Detention building and medical superintendent's residence.

New furnace pipes were installed in several buildings. General repairs and painting were done to the exterior of the power plant and repairs made to the boiler. The exterior of the medical officer's residence and the interior of the main hospital were repainted.



## SHEDIAC

*Public Building.*—This building, described in last year's report, has been completed by the installation, under contract, of post office and customs fittings.

## GENERALLY

Minor alterations, improvements or repairs were made, or painting done to the public buildings at Bathurst, Fairville, Fredericton, Grand Falls, Hampton, Hartland, Hillsborough, Milltown, St. Stephen, Sussex and Woodstock.

## QUEBEC

## DANVILLE

*Post Office.*—Office fittings were installed.

## LORETTEVILLE

*Public Building.*—The building, referred to in last year's report, was fully completed. A separate system of drainage for the basement floors was provided. A concrete sidewalk was constructed. Interior fittings of oak, including letter boxes and brass plates, were installed in the post office.

## MANIWAKI

*Public Building.*—A contract was awarded for the erection of a public building to afford accommodation for the postal service. It is situated at the south-east corner of Laird and Notre Dame streets, the building being placed diagonally to the corner. The structure is a mansard roof type, two stories high with basement, and faced with tapestry brick and stone trimmings. The roof is covered with asbestos shingles and has a metal cornice. The first floor will be occupied by the post office, and the second floor has living quarters for the caretaker. The building is heated by steam, lighted by electricity and drained to a septic tank. A well was sunk for the supply of water. Post office fittings of oak, together with brass plates and post office boxes, were installed.

## MONTREAL

*General Post Office.*—The old smokestack was replaced by a 20-inch diameter flue, and the oil tank, meter main and vent pipes were installed in the oil storage room. The offices for the district superintendent were renovated. Fortification lane was filled in, graded and an asphalt surface laid. A pipe rail was installed at the curb on St. François Xavier street and a porch was erected over the main entrance. Partitions were made on the third floor to separate offices and fifteen electric light fixtures were installed. Several other minor repairs and alterations were carried out.

*Forest Products Laboratory.*—This building, situated at 700 University street, was given free of rent by McGill University for research work and was altered to suit the requirements of the Forestry Branch. Repairs were made to the building and a heating system was installed. An additional building, 56 by 16 feet, was erected.

*New Examining Warehouse.*—Six pairs of collapsible doors were provided. The first floor was partitioned to provide three offices, and electric light fixtures in connection therewith were installed. New locks were placed on all doors. Plaster partitions, including doors and iron grilles for ventilation, were erected in the bond room. The offices on the third floor on the south side of the building were renovated. Wire partitions (taken from stock) were installed on the third to seventh floors inclusively, and a terra cotta partition was erected on the

seventh floor. Alterations to the heating system were carried out and electric lighting fixtures provided in the Income Tax Branch. The roof was repaired. Five Burnall fuel-saving devices were installed in connection with the heating equipment.

*Postal Station "R," St. Denis Division.*—A contract was awarded for the construction of a building to afford accommodation for the postal service. The site, which was purchased in 1924, is situated on the west side of St. Denis street, about 50 feet south of Beaubien street, and has a frontage of 51 feet on St. Denis street by a depth of 130 feet 6 inches to a lane, 18 feet wide, at the rear. The building is two stories in height, 51 by 80 feet on the first floor and 51 by 44 feet on the second floor, with full-sized basement. The front elevation and the north and south side return-panels are faced with tapestry brick. The remainder of the walls are faced with common brick. The façade above the granite base, including entrances, parapet, cornice and copings, is trimmed with cut sandstone. The brick parapet walls are finished with metal copings. The building is heated by hot water and lighted by electricity. Piping is laid for gas to be used in the kitchen on the second floor. The basement will be used as a boiler room and for storage. The first floor is for the accommodation of the post office. The second floor is to be subdivided for future office accommodation. The installation of interior fittings in oak, brass plates, boxes, etc., is being carried out under contract.

*Inspection and Fumigation Station.*—A contract was awarded for the erection of an inspection and fumigation station for the Department of Agriculture. The site is located between the Lachine canal and Mill street, with 120 feet on Mill street and approximately 140 feet deep. The lot is owned by the Montreal Harbour Commission and leased to the Department of Agriculture. The building is a one-story structure, 139 by 50 feet, constructed of brick on a concrete foundation, and is divided into several inspection rooms with facilities for fumigating shipments of merchandise. The external walls are of hollow tile, faced with brick and terminated by a cement coping. The boiler room is situated in the rear with a large smokestack. Alongside the building is an 8-foot loading platform with iron guard railings. The floors are of concrete. The building will be heated by a medium pressure steam boiler and lighted by electricity.

*Generally.*—Various repairs were carried out in connection with the following buildings, viz., old customs house, postal stations "A," "B," "C," "E," "F," "G," "H," "N," Hochelaga and Delorimier, and immigration detention hospital.

#### RIMOUSKI

*Public Building.*—A contract was awarded for the construction of an addition at the rear of the main building to provide further accommodation for the post office, and space for an examining warehouse and toilet rooms. The original one-story examining warehouse was removed from the roof down to the level of the window sills. A portion of the rear wall of the main building was taken out. The exterior walls of the new extension were constructed of stone and brickwork to match the present work. The copings are of galvanized iron. The heating apparatus was overhauled and new mains and radiators were provided for the new addition. The post office fittings have not yet been installed.

#### ST. JACQUES DE L'ACHIGAN

*Public Building.*—A contract was awarded for the erection of a public building. The site upon which the building is to be constructed is at the northwest corner of Main and St. Jacques streets, with a frontage of 53 feet on Main street by a depth of 123 feet. The necessary excavation has been carried out and the forms for concrete foundations are in place.



## ST. JÉRÔME

*Public Building.*—Alterations were started for the purpose of increasing the post office accommodation. The customs offices were moved to the second floor. A side entrance and new stairs were constructed and the present stairs and partitions removed. The plumbing, heating and lighting systems are being overhauled. New post office fittings will be installed.

## VERDUN

*Public Building.*—This building, which was referred to in last year's report, has been fully completed. Interior fittings for the post office, with boxes, drawers, brass fronts, etc., were supplied and installed. Oil burners were placed on two boilers and roadways constructed around the building.

## GENERALLY

Minor alterations, improvements, repairs or painting were carried out in connection with public buildings at Buckingham, Chicoutimi, Drummondville, Jonquières, Lévis, Mégantic, Pierreville, Quebec (examining warehouse, immigration building and St. Roch postal station), Rivière-du-Loup, St. Hyacinthe, St. Jean and Sorel.

## ONTARIO

## BRIDGEBURG

*Public Building.*—Alterations were made to the customs offices. The Long room was moved from the first to the second floor. New fittings, a counter and screen were provided. The obsolete electric wiring and gas lighting were removed, the building rewired and new fixtures provided throughout. The entire building was cleaned and decorated.

## ESSEX

*Public Building.*—Two new magazine-feed hot-water boilers, with connections and radiation, were installed. The whole building was decorated.

## GRAVENHURST

*Public Building.*—A contract was awarded for the construction of a public building for postal and customs purposes. The site was purchased in 1913 and is situated on the northwest corner of Muskoka and Bay streets, having a frontage of 100 feet on Muskoka street and 99 feet on Bay street. The building is one-story high with basement. The external walls are of tapestry brick with cut-stone trimmings, the cornices and parapets of metal, the foundations and footings of concrete and the interior dividing walls of brick. The roof is flat and supported by steel columns and beams. A concrete septic tank provides for the disposal of sewage. The building is lighted by electricity and heated by hot air. Post office fittings, brass plates and post office boxes are being supplied and installed by contract.

## HAMILTON

*Public Building.*—A new passenger elevator, with enclosure, was installed. Wire guards were provided for protection purposes in the Money Order Branch of the Post Office Department.

*Postal Station "B".*—The grounds were graded and seeded.

*Postal Station "C".*—An observation gallery was constructed. Repairs were made to the heating system.

## KINGSTON

*Customs House.*—Alterations, including redecoration and certain changes to the electric lighting, were made to the second floor to provide accommodation for the Taxation Branch. The cashiers' cages and a counter were installed.

*R.M.C. New Dormitory Building.*—A hot-water heater and tank were installed. Concrete sidewalks, curbs and asphalt macadam roadways were constructed. The grounds surrounding the building were graded, sodded and seeded. Old surface drains were removed and new ones installed.

## KITCHENER

*Public Building.*—A contract was awarded for alterations and additions to the existing public building to provide additional space for the post office and customs offices on the ground floor, and for the customs and income tax offices on the second floor. The original annex was demolished and replaced by an "L" shaped brick addition, the main portion of which is 50 feet 8 inches by 59 feet, and the rear portion, 31 feet by 46 feet 6 inches. The whole addition is one-story, with the exception of a portion, 45 by 31 feet, adjoining the present building, which is two stories in height. The external walls up to the plinth are of stone. The side entrance jambs and arch, window sills, heads and string courses are of cut stone. The outside walls are of red pressed-brick to match the present work. The ground floor contains inspection gallery, mail lobby, couriers' room, hall and stairs, customs postal parcels and examining warehouse, and has a freight elevator and an outside shipping-platform. On the second floor there are four offices and lavatories. The basement provides accommodation for the customs and post office stores, the cleaner's room and the men's lavatory. The building is heated by steam and lighted by electricity. The interior fittings for the post office and customs are being installed under contract. A portion of this building is used as an armoury and has been provided with shooting gallery and targets, store-closet and toilet room.

## LEAMINGTON

*Onion Warehouse.*—A contract was awarded for the erection of a one-story onion warehouse, 50 by 100 feet, and 20 feet high with attic. The building is of wood construction, resting on concrete foundations. The site is situated on Melrose avenue, and has a frontage of 250 feet by a depth of 127 feet 3 inches to a public lane, in the rear, 14 feet wide. The roof is covered with cedar shingles and provided with 15-inch ventilators. The building is wired for electric lights. A second contract was awarded for the supply of 30,000 crates.

## LONDON

*Customs House.*—Alterations and repairs were made to accommodate the district engineer's offices, which were moved into this building. The work included fitting up the blue print room and ladies' wash-room and changing or installing electric lighting and bells.

*Post Office.*—Alterations were made on the second and third floors. Doors were changed and new ones opened. Toilets were rearranged and the stamp vendor's office on the first floor was altered.

## NAPANEE

*Public Building.*—Two new magazine-feed boilers were installed and the plumbing system was entirely overhauled.



## PORT COLBORNE

*Public Building.*—A contract was awarded for the erection of a public building on an "L" shaped site having a 132-foot frontage on Clarence street with a flankage of 82 feet 6 inches on King street, and 165 feet on the other side. The structure has a frontage of 98 feet 10 inches on Clarence street and 38 feet 11 inches on King street, and will provide accommodation for postal and customs services, collector of canal revenues, Statistical Officer for the Department of Railways and Canals and caretaker's quarters. The building has concrete foundations, faced with stone up to the plinth level. The exterior walls are faced with red tapestry or rough-faced brick. The cornices and coping are of Toncan metal. Vaults are provided for the customs and post office, and a dumb-waiter is placed between the first and second floors. The building is heated by hot water and lighted by electricity. A septic tank takes care of the drainage.

## STOUFFVILLE

*Public Building.*—A contract was awarded for the construction of a public building to accommodate the post office, with living quarters on the second floor for the postmaster and caretaker. The site is situated at the southwest corner of Main and Market streets, having a frontage of 55 feet 8 inches on Main street by a depth of 110 feet on Market street. The building is 40 feet by 33 feet 6 inches, one and one-half stories high with an annex 13 feet 6 inches by 3 feet 6 inches, one-story high. It is of mansard roof type with concrete basement walls, and is faced with rug brick and stone trimmings. The building is heated by a steam gravity system and lighted by electricity. A septic tank was constructed in the rear of the building. Pedestal electric lights were placed on the copings of the main entrance steps. The interior fittings will be of oak with brass plates, boxes and drawers.

## TORONTO

*Seed Branch Laboratory Building.*—The building at 84 Collier street for the Seed Branch of the Department of Agriculture, referred to in last year's report, was completed. Interior fittings were supplied and installed.

*Generally.*—Sundry repairs were made to the Assistant Receiver General's building, postal stations "D" and "F", post office and additions, and Keen Building, 185 Spadina avenue.

## WIARTON

*Public Building.*—A contract was awarded for the construction of a public building on a site purchased in 1912. The property is situated on the southeast corner of Berford and George streets with a frontage of 100 feet on Berford street by a depth of 70 feet on George street. The building will have a frontage of 58 feet 5 inches by a depth of 34 feet 5 inches, with a wing 25 feet 3 inches by 15 feet deep. It will be one-story high over a full-sized basement, and will provide accommodation for the post office and customs. The basement will be utilized for the heating apparatus and storage. The walls will be faced with rock limestone and will have tooled jambs, reveals, sills and keystones. The main cornice and balustrade will be of cut stone with artificial stone balusters. The building will be wired throughout for electric lighting and heated by a hot air system.

## GENERALLY

Minor alterations, improvements, repairs or painting were carried out in connection with public buildings at Barrie, Belleville, Brantford, Brussels, Cayuga, Chatham, Dresden, Dundas, Elmira, Fort William (customs building), Grimsby,

Lakefield, Listowel, Midland, Milverton, Mitchell, Mount Forest, Niagara Falls, North Bay, Orillia, Oshawa, Owen Sound, Palmerston, Paris, Parkhill, Peterborough, Petrolia, Picton, Port Arthur (customs building and public building), Prescott, Sandwich, Sault Ste. Marie, Steelton, Strathroy, St. Catharines, St. Thomas, Uxbridge, Walkerton, Walkerville, Waterloo, Welland, Windsor and Woodstock.

#### FUEL-SAVING DEVICES

Fuel-saving devices were installed in the following public buildings, viz., Chesley, Clinton, Goderich, Hanover, Harriston, Kincardine, Listowel, Mitchell, Palmerston, Petrolia, Sarnia and Toronto.

#### OTTAWA

*Generally.*—The usual attention was given to works of maintenance and repairs to all Government-owned buildings, and the grounds, roads and walks about the buildings were kept in good condition.

*Parliament Hill.*—The asphalt surface driveway around the Parliament Building was completed. The work was done by contract.

*Library of Parliament.*—The doors and window frames were caulked and fitted with metal weather strip. Alterations were made to the heating system and additional radiators installed. The storm sash, window sash and frames, face of dome, coping, pillars, etc., were painted.

*Live Stock Branch, 415 Wellington Street.*—A new drain was laid connecting this building with the street sewer on Wellington street. Interior alterations were carried out, including new lavatory fixtures, extra radiation and electric lighting, for the accommodation of the Live Stock Branch. Two small boilers were removed and one large steam boiler was installed.

*Hunter Building.*—An oil-burning equipment was installed on No. 3 boiler. A heating tunnel was constructed under Queen street connecting the Hunter Building with the Harris and Campbell Building, for the purpose of carrying steam mains to provide heat in the latter. General maintenance repairs and slight alterations were carried out.

*Victoria Museum.*—Oil-burning equipments were placed on six boilers, and an oil storage tank was provided. Alterations were made to the coping over the main entrance, upon which a new roof was constructed.

*Ore and Fuel-Testing Station, Booth Street.*—Water and gas connections were made to the new ore-dressing laboratory, and structural steel to support the third floor was installed. The garage was re-roofed and down-pipe and drain connections were provided. A frame shed, in which a heating equipment was installed, was constructed with a coal bunker on concrete foundations, and a steel smoke stack, 60 feet in height, built.

*Dominion Archives Building.*—A contract was awarded for the remodelling of the old building, which work could not be done until after the new building was completed and occupied. These alterations consisted principally in dividing the old library on the first floor to form new offices and a corridor, altering and removing partitions, removing bindery from basement to top floor, fitting up dark rooms and erecting machinery, etc. The building was painted inside and outside, and the floors were scraped and revarnished.

In the new building steel filing cases, wood and glass exhibition cases and special bookcases were supplied.

*Rideau Hall.*—The old greenhouses Nos. 1 and 2 were demolished and replaced by a standard type, curved eave greenhouse. The foundation walls, floor, walks, heating and lighting were executed by day labour. The super-structure was erected by contract.



The old baggage hoist was replaced by a modern hand power elevator and 522 feet of iron fence and gates were erected. The interior woodwork of the palm house was painted.

*Experimental Farm.*—The old botanical building was remodelled and fitted up as offices for the Bacteriological and the Cereal Divisions and a new greenhouse erected at the rear for cereal work. A storehouse was erected in connection with the Poultry Division. The roof of the building occupied by the Forestry Division was changed from a flat to a slope roof to give more accommodation. Stone gate posts were erected at the entrance to the arboretum and iron gates placed at this entrance and also at the entrance to the Farm opposite. General repairs were made and painting done to the various buildings on the Farm.

## MANITOBA

### WINNIPEG

*Main Immigration Hall, No. 1.*—After the Post Office Department had moved postal station "A" from this building, extensive alterations and improvements were carried out to afford additional accommodation for the Department of Immigration. Interior partitions were changed, elevators removed and the electric lighting service was altered and improved. The kitchens were equipped with gas ranges. The exterior of the building was painted and minor repairs were executed.

*Laboratory and Cereal Rust Investigation Building.*—A contract was awarded to construct this building for the Department of Agriculture. It is erected on a one-acre plot close to the electric street railway line, facing the principal avenue, in the Agricultural College grounds of the Provincial Government of Manitoba, at St. Vital, adjacent to Winnipeg. The building is one and one-half stories in height, with a high basement. It has a frontage of 45 feet on the avenue by a depth of 53 feet, and is constructed with concrete foundation and brick superstructure. It is faced with pressed brick and cut stone trimmings. The roof is covered with asbestos shingles. The basement provides accommodation for storage and rough laboratory work. The first floor provides two laboratories, each approximately 18 by 33 feet, two offices each being approximately 17 feet square, and a toilet room for women. On the second floor there are three laboratories, a store-room and a toilet room for men. The building is heated from the central heating plant of the Manitoba Agricultural College, and the necessary radiators were installed. Special steam mains were carried to the sterilizers and other laboratory equipment. The water supply is obtained from the college mains. The building is wired and the necessary fixtures are installed for electric lighting, and electric connections are provided for heaters, ovens, sterilizers and other laboratory equipment. Gas piping is also laid to several of the laboratory tables as required.

*Generally.*—Sundry repairs were made to the customs building, customs examining warehouse, general post office and postal station "B".

### GENERALLY

Minor alterations, improvements or repairs were made or painting done to the public buildings at Brandon, Carman, Dauphin, Emerson, Minnedosa, Morden, Neepawa, Portage la Prairie, Souris and Virden.

## SASKATCHEWAN

## MOOSE JAW

*Public Building.*—The interior and exterior of the building were painted, and repairs were made to the plaster work, elevator, etc.

## REGINA

*Assistant Receiver General's Building.*—New sewer and water services were provided. The elevator was repaired and the building generally repaired and painted.

*Generally.*—Sundry repairs were made to the public building and customs examining warehouse.

## GENERALLY

Minor alterations, improvements or repairs were made or painting done to the public buildings at Battleford, Estevan, Humboldt, Indian Head (forestry office), Maple Creek, Melfort, Prince Albert (public building and immigration hall), Saskatoon, Sutherland (forestry nursery station), Weyburn and Yorkton.

## ALBERTA

## CALGARY

*Examining Warehouse.*—Offices were fitted up for the Forestry Branch. Repairs were made to the elevator and new cables put in. The smokestack was renewed and alterations were made to the plumbing.

*Generally.*—Minor repairs were made to the Assistant Receiver General's building and immigration building.

## EDMONTON

*Public Building.*—Offices were fitted up for the Taxation Branch. A new hot water heating tank was provided and repairs and alterations were made to the plumbing, elevators and sidewalks.

*Immigration Building.*—General repairs were carried out.

## GENERALLY

Minor alterations, improvements or repairs were made or painting done to the public buildings at Bassano, Coutts (immigration building), Grande Prairie (immigration building), Lethbridge, Peace River (immigration building and telegraph building), and Strathcona.

## BRITISH COLUMBIA

## BENTINCK ISLAND

*Lazaretto.*—Two cottages, one for Chinese lepers and the other for white lepers, were constructed. An electric light and water service plant, including water storage tank, was supplied and installed.

## COURTENAY

*Public Building.*—The public building, with accommodation for the post office, customs and caretaker's quarters, referred to in last year's report, has been completed. A cement pavement was put down on the two street fronts and the grounds and lawns were enclosed with wooden and iron fences. A



driveway was constructed from one street to the other. Oak fittings with post office box and drawer fronts and brass plates, for the post office and customs, were installed.

#### DUNCAN

*Examining Warehouse.*—The roofs were repaired and new down-pipes and gutters installed.

#### KAMLOOPS

*New Public Building.*—The new public building, referred to in last year's report, has been completed and furnished with interior fittings for the post office and customs. A concrete pavement was laid over the whole area of the courtyard, lane and space between the city sidewalk and building. An iron fence was erected between the southern end of the building and adjoining lane, and gates were provided.

*Old Post Office.*—General repairs were carried out.

#### NEW WESTMINSTER

*Public Building.*—A tunnel was constructed under the lane to unite the public building and examining warehouse. The examining warehouse was re-divided to provide accommodation for the letter carriers. The joists and flooring in the examining warehouse were renewed and general repairs carried out.

*Pacific Highway, Customs and Immigration Building.*—A new and larger septic tank, with absorption bed, was constructed. The property was fenced and sidewalks were laid. A portion of the ground, at the rear of the building, was filled and graded.

#### REVELSTOKE

*Public Building.*—The new public building, referred to in last year's report, has been completed. The basement was partitioned for the land office stores. The fittings for the post office and customs, including brass plates, post office boxes and drawers, were installed.

#### VANCOUVER

*Examining Warehouse.*—After the old post office building was sold, the assay office and the gas and electricity office with their complete equipment, were transferred to the examining warehouse and a portion of the building was fitted up for these offices. Partitions were erected, cement floors laid, brick walls furred, lathed and plastered, the electric lighting was rearranged, new toilet accommodation provided, new gas and water mains were laid and a new ventilating system for various fume cupboards and melting furnaces was installed. Elevator doorways in the concrete walls were built up. A new concrete vault was constructed and equipped with a burglar alarm system. The whole premises were cleaned, painted or varnished where required.

*Winch Building.*—This building is situated on the northeast corner of Hastings street west and Howe street immediately adjacent to the new post office. The building is fireproof with stone façade on the two street fronts. The acquisition of this property vests in the Dominion Government the whole frontage on Hastings street, between Granville and Howe streets, and on Howe street from Hastings street to the line of the railway property.

It is the intention to move the present customs offices, in the post office building, into the Winch Building, to afford increased accommodation for the post office, allotting to them the whole post office building. In addition, this building will provide accommodation for the Geological Survey, Harbour Com-

mission, Shipping Master, Port Warden, Master and Mates Examiner, Tidal Survey, Department of Indian Affairs, Fair Wage Office, Water Power Branch, Health of Animals Branch, Soldier Settlement Board, Fruit Inspector, Grain Commission and Department of Marine and Fisheries. A passage was constructed between the basement of the post office building and that of the Winch Building. Alterations are being made to suit the requirements of the various departments.

*Grain Office.*—A building, 40 by 30 feet, on concrete foundations with basement, was constructed next the grain elevators on Salisbury drive, to provide accommodation for the grain inspectors' offices.

#### VICTORIA

*Public Building.*—A concrete pavement was constructed on the driveway from the street to the building, and on the remaining portion a new concrete surface laid. The walls and ceilings of the courtyard, pipes, ironwork and woodwork were painted.

*Astrophysical Observatory.*—Sundry repairs were made.

#### GENERALLY

Minor alterations, improvements or repairs were made or painting done to the public buildings at Ashcroft, Chilliwack, Cranbrook, Cumberland, Digby Island (quarantine hospital), Grand Forks, Nanaimo, North Vancouver, Rossland, William Head (quarantine station).

### MILITARY HOSPITALS

#### LONDON, ONT.

*Westminster Hospital.*—A contract was awarded for alterations and additions to unit "H", comprising the removal of brick veneer on the existing exterior walls, which became interior walls by the building of additions. The new addition is a two-story brick veneer structure on a concrete foundation, with the sills and heads to windows of cut stone and the roof covered with five-ply tarred felt and pitch. All interior woodwork is finished in pine. The first and second floors are of tile, on cinder concrete, with skirting, coves, etc. The walls have tile dadoes, 7 feet in height, with tile capping. The window sashes, frames and fly screens were repainted. Room 731 was converted into an observation room. Guards, similar to those in other parts of the building, were provided for the windows of rooms 731 and 732. A water softening plant in the boiler room of the power house, consisting of two vertical steel water softeners and one steel salt tank, was installed including supports and connections. Boilers Nos. 1, 2 and 3 were retubed with standard lap-welded steel tubes. The brick arches and walls of three boilers were demolished and rebuilt, and repairs made to two boilers. The concrete floor in the boiler room was relaid. The felt roofs of the buildings were recoated and repaired. The chief mental attendant's cottage was covered with stucco. The eavestroughing and conductor pipes were replaced. Two fire escapes, similar to the existing ones, were erected at the extreme ends of wards "C" and "E". An iron ladder was built from the balcony of the theatre building to the ground. A new exterior door, corresponding with the existing ones, was installed at the end of the large dining room. Another exterior door, similar to the one in ward "D," was constructed in ward "B" on the second floor, leading to roof "C".



## ST. ANNE DE BELLEVUE, P.Q.

*Power-House and Laundry.*—A new brass domestic hot-water system was installed. A brick wall partition and a new skylight were constructed. The building was painted and repairs were made to the sashes and doors, and to the stokers and brickwork of the boilers.

*Recreation Building.*—This building was torn down and removed.

*Generally.*—A large number of windows were caulked around the frames. Six beams, which were decayed, were removed, floors were levelled and new beams placed. The floors in the orderlies' building were levelled and general repairs made to the building.

## GENERALLY

Minor alterations, improvement or repairs were made or painting done to the military hospitals at Halifax, N.S., (Camp Hill), St. John, N.B., (D.S.C.R. building, Lancaster Heights), Toronto, Ont., (Christie street), and Vancouver, B.C., (Shaughnessy).

## MILITARY BUILDINGS

## PICTON, ONT.

*Drill Hall.*—On July 16, 1925, a severe storm tore off the roof from the drill hall, and before repairs could be made excessive rains damaged the interior of the building. The roof was repaired, covered with asbestos shingles and metal flashings were put on. The brickwork was also repaired and the inside of the roof painted. The work was done by contract. Another contract was awarded for the carrying out of general repairs to the building, consisting principally of renewing the floors, replastering and painting.

## RENFREW, ONT.

*Armoury.*—The old roofing material was removed and the roofs were covered with galvanized iron, including the placing and painting of flashings.

## SAULT STE. MARIE, ONT.

*Armoury.*—This building was rented for the Department of National Defence, and alterations were made to suit requirements. Partitions were erected to form rooms, ceilings sheathed, new floors laid and armoury fittings, shelves, etc., constructed.

## WINNIPEG, MAN.

*Fort Osborne, Tuxedo Military Barracks.*—The steam heating plant in the new boiler house was improved by placing turbine grates in three boilers, installing concrete supports for another boiler, and providing a new feed water heater and steam-engine-driven induced-draft fan with necessary connections, etc. An ash elevator, running from the boiler room floor to the yard, was installed. The building on the barracks site, which was formerly owned by the Red Cross, was purchased and alterations and renovations were made and painting done to convert it into officers' mess rooms.

## ESQUIMALT, B.C.

*R.C.N. Barracks and H.M.C. Dockyard.*—A signalling school building was erected, two bath houses were enlarged and repairs were made to steps and verandahs. A gunnery control building, a garage, a boathouse ramp and float were constructed. The above works were done by contract. The water

mains and branches throughout were renewed and enlarged. The wharf and jetty at both Barracks and dockyard were repaired. The gutters throughout the barracks property were repaired or renewed and general repairs were made and painting done to the buildings.

#### GENERALLY

Minor alterations, improvements or repairs were made or painting done to the armouries at St. John, N.B., Montreal, P.Q. (Royal Highlanders of Canada armoury, 429 Bleury street and postal station "G", Lavut Building), Brampton, Ont., Port Arthur, Ont., St. Catharines, Ont., Brandon, Man., Portage la Prairie, Man., and Winnipeg, Man. (McGregor street armoury).



# HARBOUR WORKS

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By K. M. Cameron, Chief Engineer

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## NOVA SCOTIA

### AVONPORT

The top 4 feet of the wharf was rebuilt for a length of 100 feet and a width of 27 feet. New fenders, a guard and three mooring posts were placed. The west side was close-sheathed and the sheeting repaired on the outer end. The aboiteau was repaired at the head of the wharf and some ballast placed.

### BAILEY'S BROOK

A portion of the inner end of the eastern pier, 110 feet long, 11 feet wide and 5 feet high, was rebuilt, fully ballasted and resheathed. A protection work, constructed of poles and filled with ballast, was built along the eastern side of this pier. It is 79 feet long, 6 feet wide and 4 feet high.

### BASS RIVER

The old pile trestle wharf was rebuilt by cutting down the top 3 feet, and retopping the wharf throughout. A new cribwork protection block was built at the northern end, and new fenders were placed along the face. New doors were put on the public warehouse and other repairs made.

### BAYPORT

The wharf purchased by the department was 205 feet long, 15 feet wide, with a height of 11 feet at the outer end. Considerable repairs were made to the first block, and the three outer blocks were rebuilt. The first crib block has a length of 50 feet. The balance of the wharf consists of five blocks, four, 22 feet long and one, 26 feet long, each 15 feet wide connected by spans 10 feet long.

### BAY ST. LAWRENCE

A native timber extension, 51 feet long, 30 feet wide with an average height of 15½ feet, was built to the eastern breakwater.

### BLACK POINT

The work done consisted in building the outer 75 feet of the breakwater of native timber cribwork, and sheathing it on the seaward side. A section of cribwork, 34 feet long, 7 feet high, by 18 feet wide, was constructed on the shore during the late season and is ready to launch.

### BLACK POINT (SHELBURNE COUNTY)

The pile portion of the wharf was rebuilt and the crib logs, stringers, plank, two derricks and the ladder were renewed.

### BURLINGTON (CENTRE)

The work done consisted in close-piling the spans on both sides of the wharf, replacing 7,500 feet b.m. of 3-inch plank on the deck, and building a triangular crib on the inside corner of the "L".

## BURLINGTON (LOWER)

An extension 80 feet by 16 feet, with an average height of 14 feet, was built to the public wharf.

## CANADA CREEK

A portion of the breakwater, beginning at a point 170 feet from the shore end, extending seaward for 50 feet and having a width of from 25 to 30 feet, was wrecked and partially carried away during the storms of the winter of 1924-25. The old work remaining in this portion was completely torn down, removed, and rebuilt with cribwork filled with stone ballast. The height of the new work is 15 feet on the western side and 23 feet on the eastern side. The western side was sheathed with logs flatted on two sides. An additional section on the east side of the old breakwater, 22 feet in height, 12 feet in width and 40 feet in length, adjacent to the above new work on the south, was torn down and rebuilt of stone-filled cribwork. New stringers and flooring were laid on the remaining width of this 40-foot section. The top of the old work on the outer end, 102 feet long and 30 feet wide, was refilled with ballast to an average depth of about 3 feet. The southern 30 feet of this portion was covered with new stringers and flooring.

## CHAPEL COVE

A beach protection, 30 feet long, 4 feet high and 6 feet wide, was built at the inner end of the seaward side of the breakwater, to protect the land near the end of the structure. Brush and stone were placed along 200 feet of the seaward side of the work, near the shore, where the sea had started to undermine the breakwater.

## CHEBOGUE HARBOUR

An extension 75 feet long, 15 feet wide and from 12 to 17 feet high was made to the breakwater. A portion of the old work was repaired, and a small protection work built at high water mark to prevent undermining.

## CHÉTICAMP POINT

The upper  $7\frac{1}{2}$  feet of the open-faced cribwork, which forms the outer 270 feet of the breakwater-wharf, was renewed. This section was demolished to low water, or to the creosoted portion, and rebuilt of native timber cribwork ballasted to the top of the stringers. Round sheathing was placed on the seaward side, on the outer end, and for 100 feet inwards on the harbour side.

## CHÈVERIE

The deck of the wharf was planked for a distance of 300 feet from the shore end. This work involved placing new stringers, and replacing some cross-ties and longitudinals. The guard, sub-guard and ten new fenders were put in place.

## COW BAY (PORT MORIEN)

The work done consisted in renewing 40,000 cubic feet of ballasted cribwork of the breakwater, 20,000 feet b.m. of stringers, covering, etc., being used. Minor repairs were made, including the placing of 200 cubic yards of ballast.

## DIGBY

An extension of 12 feet was built to the freight shed on the wharf, and general repairs and renewals were made to the shed, boat landing, steps and floating fenders.



## EAST BERLIN

The outer 30 feet of the cribwork breakwater, which had been carried away by a storm, was rebuilt. Minor repairs consisting of renewals to plank, stringers and guard, were also made on the inner end of the breakwater.

## ECUM SECUM (ANTIGONISH-GUYSBOROUGH)

An extension, 20 by  $47\frac{1}{2}$  feet, was built to the "L" of the solid cribwork wharf. The height at the outer end is from  $21\frac{1}{2}$  to  $22\frac{1}{2}$  feet. The old work was stripped down to low water and rebuilt for a distance of 22 feet. Renewals were made to the old guard timber, plank and sheathing. Miscellaneous repairs were made to the freight shed.

## FELTZEN SOUTH

An extension, 60 feet in length by 20 feet in width and having an average height of 20 feet, was made to the solid native timber cribwork breakwater.

## FINLAY POINT

A contract was awarded to build a breakwater-wharf 399 feet long. The inner 350 feet will be 19 feet wide and the outer 49 feet, 37 feet wide. The wharf is to be of native timber cribwork sheathed on the seaward side and outer end. The work done during the year consisted in building the outer block to elevation  $+ 5.0$  or H.W.O.S.T.

## FISHERMAN'S HARBOUR

A wharf was built under contract, comprising a stone approach 92 feet long, 16 feet wide on top with a 1 to 1 batter on each side, a block and span cribwork  $94\frac{1}{2}$  feet long, pile work  $61\frac{1}{2}$  feet long and 16 feet wide, and an "L" 20 feet by 24 feet giving a face length of 40 feet.

## FOURCHU

A harbour protection work was built, consisting of a brush and timber structure, 670 feet long by 4 feet wide and 4 feet high above the beach. It is placed on the crest of a shingle beach, which lies to the south of the harbour and protects the harbour from the open sea. The work was built to keep the shingle from being washed over the crest of the beach and into the harbour.

## FREEPORT

The existing breakwater-wharf was enlarged by building an extension 50 feet long, 30 feet wide on top, and from 37 to 41 feet high.

## GRAND ÉTANG

The work done involved the close-piling of the channel faces of the inner 230 feet of the entrance piers. This piling is driven at least 10 feet below low water, and is held in place by wire cables fastened to anchor piles driven 20 feet behind the face of the work.

## GREAT VILLAGE

The old cribwork wharf was replaced by a pile trestle structure 40 feet wide and 90 feet long, with an "L" 30 feet square on the eastern side of the outer end, which is 24 feet high.

## GULLIVER'S COVE

A breakwater-wharf of native timber cribwork, 240 feet long, 20 to 30 feet wide and from 8 to  $23\frac{1}{2}$  feet high, was constructed, with a stone approach 30 feet long and from 20 to 30 feet wide.

## HANTSPOORT

The face of the wharf was sheathed for a distance of 300 feet, and 600 cubic yards of ballast was placed in the work.

## HARBOURVILLE

The work done consisted in taking down and rebuilding a section of the breakwater on the harbour side, 52 feet long, 19 feet wide and 23 feet high. Ten new fenders, 23 to 27 feet long, were placed, and the sheathing on the seaward side was repaired.

## HORTON LANDING

The whole top of the native timber cribwork wharf including stringers, covering, mooring posts and guard, was renewed, and the outer portion of the wharf raised 2 feet.

## HUNT'S POINT

The wharf inside the breakwater was rebuilt, and the approach repaired. The total length of the wharf and approach is 193 feet. The wharf consists of four blocks, each 20 feet long, and an outside landing block 40 feet long, connected by four spans, each 15 feet long. The outer block is 20 feet wide and 12 feet high at the outer end.

## INDIAN HARBOUR

An extension of pile construction, 25 by 40 feet, was made to the wharf.

## JERSEY COVE

The construction of a native timber crib and pile wharf was undertaken on a site at the western end of the beach near the harbour entrance, about 1 mile from the site of the old wharf. The work done consisted in constructing the shore cribwork block 96 feet long, 20 feet wide, and averaging 5 feet high. The balance of the material required to complete the work was procured.

## JOGGINS

A damaged portion of the breakwater, 100 feet long and 25 feet in average height, was torn down and rebuilt. Miscellaneous repairs were also made to the decking, and new fenders placed on the inside of the work.

## KRAUT POINT

The outer corner of the wharf, which had been destroyed by the ice, was rebuilt. Minor repairs and renewals were also effected to piles, pile caps, stringers, plank and guard timber.

## LA HAVE FERRY

The two old wharves taken over by the department were repaired. Each one was extended a distance of 75 feet with continuous cribwork. The ferry slip was also graded up from the main highway to low water mark. The north wharf has now a total length of 132 feet. It consists of a stone approach 37 feet long, 24 feet wide and continuous cribwork, 20 feet of which is 24 feet wide, the outer 75 feet being 20 feet wide. The height at the outer end is 16½ feet. The south wharf has a total length of 136 feet. It consists of a stone approach 43 feet long and from 20 to 36 feet wide, and continuous cribwork 93 feet long and 16 feet wide on top. The height at the outer end is 16½ feet. A boat landing and steps were constructed at the inner end of this wharf.



## L'ARDOISE

Repairs were made to the seaward side of the concrete wall of the breakwater. Boulders and concrete were replaced in the talus in the outer concrete portion. These repairs were necessitated by the damage done to the concrete portion of the work by the ice and seas.

## LARRY'S RIVER

A new breakwater and protection work was constructed about 600 feet distant from the old breakwater. This new work consists of cribwork 40 feet long, 20 feet wide and  $13\frac{1}{2}$  feet high; a rubble mound stone work 132 feet long, averaging 10 feet high, and 35 feet wide on the bottom; and a crib protection work around the southern end of the island 140 feet long, 6 feet wide and 6 feet high, with a further length of 35 feet built of stone 4 feet wide and 5 feet high.

## LITTLE ANSE

A stone talus, consisting of large boulders and standing at a height of about half tide, was built along the seaward side of the breakwater for a distance of 250 feet inwards from the outer end.

## LITTLE JUDIQUE PONDS

A contract was let for the construction of a breakwater-wharf of native timber cribwork, fully ballasted with hardwood sheathing on the seaward side and outer end. It will have a length of 360 feet and a width of 20 feet. There will be  $4\frac{1}{2}$  feet of water at the outer end at low water. During the year, 180 feet of the work nearest the shore was completed.

## LOWER KINGSBURG

An extension 80 feet long, 15 feet wide and 10 feet high at the outer end, was made to the breakwater. Minor repairs were also effected to the skidway and shed.

## LOWER SANDY POINT

A contract was awarded for the construction of a breakwater, 370 feet long and 20 feet wide on top, made up of a stone approach 170 feet long, and native timber cribwork fully ballasted, 200 feet long. The stone and gravel approach, containing 1,705 cubic yards, was built, and cribwork for a length of 50 feet was constructed and put in a safe condition for the winter.

## MABOU BRIDGE

The pile work structure of the old wharf was demolished and replaced. A freight shed  $15\frac{1}{4}$  by  $35\frac{1}{2}$  feet was built, and the approach renewed. The wharf is now 135 feet long and 45 feet wide, and consists of pile work and cribwork fill. The approach, which is 55 feet wide at the beginning, is constructed of cribwork and filled with stone and brush, and extends 35 feet from the edge of the main road. The seaward side of this cribwork has a pile portion 11 feet wide. The seaward part of the wharf adjoining the cribwork portion, is built of piles, and is  $80\frac{1}{2}$  feet long by 45 feet wide. The material used is all native timber.

## MAIN-À-DIEU

A contract was awarded for the construction of a crib and pile wharf. The shore end of the work, consisting of a stone and clay fill 50 feet long and 20 feet wide on top, and a crib block 32 feet long and 20 feet wide with an average depth of  $7\frac{1}{2}$  feet, has been completed. The materials required to finish the work have been purchased and delivered.

## MARGAREE HARBOUR

Repairs were made to the east and west cribwork protection piers, and to the beach protection. A 300-foot extension of the beach protection was built eastward from the east pier.

## MEAT COVE

An extension was built to the breakwater, 30 feet long and 16 feet wide on the top, with an average depth of 13 feet. This work was constructed of native timber with a depth of 5 feet at the outer end at L.W.O.S.T.

## METEGHAN RIVER

The work done consisted in building a stone-filled cribwork beach protection 470 feet long, 8 feet wide on the bottom, 6 feet wide on the top and 6 feet high.

## MILL CREEK

A portion of the shoreward end of the native timber stone-filled wharf, 110 feet long, 10 to 12 feet wide and 15 feet high, was taken down and rebuilt. The stringers and covering on the other part of the wharf were renewed.

## NORTH INGONISH (MCLEOD'S)

The McLeod's Cove breakwater, which was partly destroyed during a gale in 1918, was repaired under contract. This work is 511 feet long on the harbour side,  $17\frac{1}{2}$  feet wide on top for 124 feet, 20 feet for  $160\frac{1}{2}$  feet, 22 feet for  $146\frac{1}{2}$  feet and 25 feet for 80 feet. It is a close-faced cribwork structure with a creosoted timber base, and is  $19\frac{1}{2}$  feet high at the outer end. The outer portion, 256 feet long on the harbour side and  $271\frac{1}{2}$  feet long on the seaward side, was reconstructed for a depth of from 9 to 12 feet on the original sub-structure.

## NORTH SYDNEY

*Wharf.*—A new wharf was erected on the western side of the ballast ground. It is built of native wood and extends 123 feet out from the shore, from this point 99 feet to the east, thence 105 feet inwards towards the shore, and varies from 8 to  $16\frac{1}{2}$  feet in width. The depth alongside the face is 16 feet at L.W.O.S.T.

*Breakwater.*—An extension of native timber cribwork, 40 feet long and 19 feet wide on top, was built to the breakwater.

## NORTH WEST ARM

A wharf was built to accommodate the people of Jollimore, a village on the south shore of the arm. It is a pile structure 40 feet long, 20 feet wide, with an approach 45 by 20 feet, and averaging 5 feet high.

## PARKER'S COVE

A reinforcing block was built on the seaward or eastern side of the east breakwater, at an angle near the outer end. It measures 70 feet long on the outer face, 10 to 26 feet wide and from 28 to 30 feet high. The cross-logs, stringers and covering were renewed on a section 40 feet long and 20 feet wide on the outer end of the breakwater, and upon a length of 50 feet by a width of 16 feet on the shoreward end. Two fenders on the harbour face, one mooring post and 36 feet of cap 10 inches square were also renewed.

## PARK'S CREEK (LUNENBURG COUNTY)

The work done consisted in building a wharf and grading the approach to the ferry landing. The wharf is 134 feet long and 20 feet wide, and consists



of a stone approach 49 feet long, and continuous cribwork 85 feet long, filled with ballast and covered with 2-inch plank. The height of the work at the outer end is 15 feet.

#### PARRSBORO

*Wharf.*—A contract was awarded for the construction of a new cribwork wharf. The work done comprised a stone approach 97 feet long, partially completed, and solid cribwork 480 feet long, varying from 5 to  $23\frac{1}{2}$  feet in height. The approach and shoreward 211 feet of cribwork is 20 feet wide, the next 192 feet, 24 feet wide, and the remainder 30 feet wide.

*Beach Protection.*—Repairs and renewals were effected to the western end of the beach protection, a portion, approximately 285 feet, having been badly damaged and decayed. A slight alteration was made in the alignment. The new work constructed is 151 feet long, 8 feet wide on the top, with an average height of 7 feet.

#### PINKNEY'S POINT

An extension 131 feet long, 21 feet wide and from 17 to 19 feet high, was built to the existing breakwater, with an "L" 51 feet long, 21 feet wide and 18 feet high. A talus of large rock, 10 feet wide and 4 feet high, was placed along the seaward side and end.

#### POIRIERVILLE

A complete new top was placed on the wharf. This included guard rails, plank, stringers and a number of top criblogs and fenders. The warehouse was repaired and painted.

#### PORTAPIQUE

A wharf was built consisting of an earth fill approach 30 feet long and 20 feet wide, a cribwork section 20 feet long and 20 feet wide, a pile trestle approach 60 feet long and 20 feet wide, and a pile trestle pierhead 70 feet long across the outer end and 30 feet wide. The work is 24 feet high at the outer end.

#### PORT DUFFERIN (EAST)

The wharf was close-piled and the shed moved and placed on piles.

#### PORT GEORGE

The repairs made to the west breakwater-wharf involved the renewal of the covering and stringers for a length of 200 feet with a width of 30 feet, and the placing of 200 tons of ballast. Six fenders, 7,000 feet b.m. of sheathing and 100 lineal feet of 10-inch square guard were also renewed.

#### PORT GREVILLE

The work done under contract consisted in placing 100,850 cubic feet of cribwork. The breakwater now has a total length of 353.3 feet on the harbour side, is 30.7 feet high at the outer end and varies in width on the top from 17.3 to 18.2 feet. The placing of fenders, sheathing, covering, etc., was done by day labour.

#### PORT HAWKESBURY

Repairs were made to the warehouse and to the cribwork on the protected side of the "L" of the wharf. The fenders on the outer end were replaced and face piling was driven and placed on the northern side. Broken fenders were replaced on the inner end and general repairs made to the covering.

## PORTUGUESE COVE

A native timber stone-filled breakwater was built 135 feet in length by 30 feet in width, with a deck 4 feet above H.W.O.S.T. On the seaward side, for its whole length, there is a native timber stone-filled break 11 feet in width, extending to a height of 4 feet above the deck. The average height of the deck above the bottom is 21 feet, and at the outer end, 24 feet. The work is sheathed on the seaward face and on the end, from bottom to top, with 6-inch sawn spruce sheathing bolted with three-quarter-inch drift bolts to every alternate face log and break timber. The completed work contains 90,966 cubic feet and was constructed under contract.

## PUGWASH

The wharf is composed of a rock approach 20 feet long by 21 feet wide, and solid cribwork 240 feet long by 21 feet wide, with an irregular shaped "L" giving a face length of 41 feet. The work done consisted in renewing the top of the wharf including cross logs, longitudinals, stringers, plank, guard, fenders and other parts.

## RIVER BOURGEOIS

A wharf 40 feet square was constructed of native timber cribwork. It projects into the River Bourgeois inlet, 40 feet out from the property known as the old Bissett wharf, and has 15 feet of water at its outer end, at low water. The old Bissett wharf portion, which was purchased this year, is 158 feet long and reaches back to the main road. It is connected with the highway by a side hill road constructed this year. On the old wharf property there is a warehouse, 42 by 28 feet, which belongs to the department. The old wharf property was levelled, and its face, close to the new work, repaired.

## SALMON RIVER

A portion of the river retaining wall 207 feet long, 10 to 15 feet wide and 18 feet high, was torn down and rebuilt of stone-filled cribwork.

## SAULNIERVILLE

A native timber stone-filled cribwork extension, 60 feet long and 36 feet wide, was added to the breakwater. This work was done by contract.

## SEAL HARBOUR

A breakwater was constructed on the eastern side of a small island at the entrance to the cove. This work consists of a rock embankment 60 feet long, 8 feet wide on the top and 9 feet high at the outer end, and a cribwork block 50 feet long, 10 feet wide on the top and 11 feet high at the outer end.

## SHEET HARBOUR (WEST RIVER)

As an inducement to The Albany Perforated Wrapper Pulp and Power Company to establish their plant and provide employment for a larger population, the Government contributed \$7,500 towards the construction of an extension to the company's dock, thereby reducing the cost of the dredging required. The work was done by contract for the company, and under the supervision and direction of the department. It comprised the building of a stone-filled crib block and span structure 240 feet long, 40 feet wide and 22 feet high, and a "V" shaped pile structure 100 feet long and 20 feet wide at the base.



## SHELBURNE

The top portion of the wharf, which was destroyed by fire, was repaired. Renewals to pile caps, stringers, guard and plank were effected. Minor repairs were also made to the shed.

## SHORT BEACH

Two channel protection cribwork piers were constructed at the entrance to Allan's lake. The one on the north side is 200 feet long, 15 feet wide and 14 feet high, and the one on the south side is 100 feet long, 10 feet wide and 10 feet high. Gravel to the extent of 5,133 cubic yards was removed from the boat channel and basin.

## SONORA

The work done consisted in repairing the top of the wharf for a distance of 100 feet on the inner end, and raising this portion about one foot. A new block of cribwork was constructed on the inner side of the "L," and a freight shed, 30½ by 15.4 feet, built.

## SOUTH LAKE

A cribwork training pier was constructed with wing walls on the southern side of the entrance to the lake. The training pier proper is 200 feet in length, 8 feet in width on top and 8 feet in height. It is built at the level of L.W.O.S.T. and protected on the channel face by close piles penetrating 8 feet below low water. The wing walls, which are constructed on a brush mattress, are 126 and 85 feet in length respectively, and 6 feet in width. The height varies from 8 feet at the training pier to 3 feet on the beach. Dredging, with scrapers, was performed to direct the channel between the piers.

## SPRY BAY (LESLIE'S)

The wharf, for which the material was bought last year, was rebuilt. It is a pile structure 191 feet long, 25 feet wide, with an "L" 75 by 30 feet.

## SURETTE ISLAND

A block and span wharf with a stone approach, 113 feet long and 20 feet wide was built, with an "L" 10 by 11 feet, giving a face length at the outer end of 31 feet and a height of 15 feet. A road, 713 feet long, was built, and gravelled upon a width of 8 feet and for a depth of 6 inches, and 733 feet of fencing was erected.

## TERRANCE BAY

The two outer blocks of the wharf were torn down to low water and an incasing crib 10 feet in width was built along the head and both sides of the wharf, 60 feet long on each side. The whole structure was rebuilt to a height of 3 feet above high water.

## TONEY RIVER

An extension 100 feet long, of solid sheathed cribwork, was built to each of the two channel piers. Each extension is 20 feet wide and 10 feet high. In addition, repairs were made to the stringers and covering on the old portion of the west pier. The east and west piers are now respectively 496 feet and 438 feet long.

## TROY POND

The work done involved the construction of two parallel cribwork blocks of native timber, 30 feet apart. The northern structure is 231 feet long by 10 feet wide, and the southern one 170 feet long by 10 feet wide. A cut was made

through the beach by horse scrapers and about 3,000 cubic yards of gravel removed. There is one foot of water between the piers at low water. The piers have a batter of 1 in 4 on the seaward faces.

#### WESTERN HEAD

Considerable repairs were made to the cement and stone breakwater, including building up the outer 30 feet for a height of 7 feet, and reinforcing, on the seaward side, with a concrete wall, for a distance of 150 feet, and from 6 to 8 feet wide. A concrete floor was laid on the outer 150 feet of the work.

#### WEST HEAD

The outer 40 feet of the cribwork wharf was rebuilt for a height of 8 feet, and the cribwork protection wall on the seaward side for a distance of 75 feet.

#### WEST LA HAVÉ

A wharf was constructed consisting of a stone approach 60 feet long by 15 feet wide on top, and a block and span structure of three blocks, each 20 feet long and 15 feet wide, with a span of 10 feet between each block. The total length is 150 feet with a height at the outer end of 15 feet.

#### WHITEWATERS

The entire top of the wharf was renewed with covering, stringers and guard. Two pieces of cribwork retaining wall were rebuilt on the shoreward end.

#### WINDSOR

A pile work extension, 200 feet long and 115 feet wide, was added to the wharf.

#### WOLFFVILLE

A native timber pile wharf, 85 feet long by 31 feet wide, was constructed with an "L" 48 by 28 feet, giving a face length of 81 feet. A freight shed 13 by 25 feet was also built.

#### GENERALLY

Repairs were made to the following works: Amherst Point, wharf and road-way; Amiro's Hill, wharf; Annapolis Royal, wharf; Arcadia, landing stage; Arichat, wharf; Baddeck, wharf and approach; Barrington Cove, (Sydney Mines), wharf; Barrington Passage, wharf; Bear Cove, breakwater; Beaver Harbour, wharf; Belliveau's Cove, breakwaters; Broad Cove Marsh, breakwater-wharf and berth; Burke's Head, wharf; Caribou Island, breakwater; Carr's Brook, breakwater-wharf; Chester Canal, walls and bridge; Chipman's Brook, breakwater-wharf; Church Point, sluice gates and breakwater; Comeau's Hill, breakwater-wharf; Creignish, wharf; Croft's Cove, wharf; Delap's Cove, breakwater-wharf; D'Escousse, wharf; Eagle Head, breakwater; East Green Harbour, wharf approach; Eastern Harbour, wharf approach; Five Islands, wharf; Friar's Head, boat haven; Gabarous, breakwater; Georgeville, boat haven; Grand Etang, bridge approach; Grand Mira South, wharf; Grand Narrows, wharf; Granville Centre, wharf; Hall's Harbour, wharf; Harbour au Bouche, wharf; Inverness, piers; Iona, wharf; Irish Cove, wharf; Isaac's Harbour, wharf; Johnson's Harbour, wharf and approach; Jones' Harbour, breakwater; Kelly's Cove, wharf; Litchfield, breakwater-wharf; Little Brook, breakwater-wharf; Little Harbour, wharf; Little Narrows (North), wharf; Little Narrows (South), wharf warehouse; Livingstone Cove, wharf; Louis Head, beach protection and breakwater; Lower Prospect, wharf; Margaree Island, wharf; Margaretville, north breakwater; Meteghan, breakwater; Minudie, wharf;



Mosher's Bay, breakwater; Muise's Point, wharf; McKay's Point, breakwater; Necum Teuch, wharf; Neil's Harbour, breakwater-wharf; Newellton, wharf; New Harbour, breakwater; New Harris, wharf approach; Noel, wharf; North Belleville, wharf; North East Harbour, wharf; North River, wharf warehouse; Nyanza, wharf; Ogilvie's, breakwater-wharf; Osborne, breakwater; Petite Rivière, breakwater; Pleasant Bay, wharf; Pleasant Bay (Lowland Cove), slipway; Plymouth, wharf; Port Hood, wharf; Port Lorne, breakwater-wharf; Port Maitland, west breakwater-wharf; Port Royal, wharf; St. Joseph du Moine, breakwater-wharf; Seaforth, breakwater, Shaw's Beach, beach protection; Sheet Harbour (East River), wharf; Short Beach, breakwater-wharf; Sluice Point, wharf; Smith's Cove (Port Hood Island), beach protection; Soldier's Cove, wharf; South East Cove (Tancook), breakwater; Spencer's Island, wharf; Summerville, wharf; Tangier, wharf; Trout Cove, breakwaters; Turner's Island, wharf; Tusket, wharf; Upper Port Latour, wharf; Wallace, wharf; Wallace Bridge, wharf; Walton, breakwater; West Advocate, breakwater; West Bay, wharf; West Chezzetcook, wharf; West Dover, wharf; Westport, wharf; Why-cocomagh, wharf; Yarmouth Bar, breakwater; Young's Cove, breakwater-wharf.

## PRINCE EDWARD ISLAND

### BRAE HARBOUR

All the 12- by 12-inch face timbers in the outer block of the breakwater were renewed for a height of 8 feet, and new cross-ties and longitudinals put in at 10-foot centres. The interior was filled with stone. This block has now a length of 83½ feet and a width of 24 feet, with top floor-stringered and planked over, and the sides and ends fender-piled at 5-foot centres. The wall timbers, piles and guard timbers of the approach, 575 feet long by 20 feet wide, were also repaired, and the whole top was graded up with gravel to form a roadway.

### CHINA POINT

The pierhead of this wharf was widened by constructing a small addition on the western or shore side. This new block has a width of 25 feet and a length of 50 feet, measured on the top. The lower portion is built of close-laid poles for a height of about seven feet, and the superstructure of square timber filled with ballast. The shore side has a sloping face of 1 to 1, sheathed with 3-inch plank, and the north face is fender-piled at 5-foot centres. The small freight shed was moved to a more convenient location fronting the slipway. It was then repaired and given two coats of paint. The roadway on the approach, 387 feet in length, was graded up with stone and gravel.

### HIGGIN'S SHORE

The face timbers, cross-ties, guard and fender piles were replaced and repaired, where required, on the wharf approach 448 feet long and 22 feet wide. The roadway was graded up with gravel. All decayed timbers in the adjoining span and in the inner 40- by 40-foot block were removed, replaced with new material, and the top covered with new 3-inch plank.

### KIER'S SHORE

One tier of 12- by 12-inch timber was placed on each side of the wharf approach for a length of 908 feet. The roadway thereon was graded with gravel, and the top portion of the block, 81 by 16 feet, renewed on the north side of the pierhead.

## NEW LONDON HARBOUR

A contract was awarded to construct a new eastern breakwater, the old one having been destroyed by a hurricane in 1923. The work done comprised the driving of all bearing piles in the first 436 feet, putting on the cross-heads and walings, and driving the close-piling on both sides for a length of 168 feet. The inner end of this work, 80 feet in length, was excavated to the required depth, and filled with brush and stone.

## NINE MILE CREEK

The wharf repairs and improvements effected consisted in removing the small displaced block 16 by 20 feet on the southern end of the pierhead, and rebuilding, from low water up, the outer block which has now a length of 36 feet on the front or sea side. The face timbers and guard on the approach 302 feet long were replaced as found required, and the roadway on top graded up with gravel. The outer block has a pole foundation and square timber superstructure, 3 feet in height, filled with ballast, the top being floor-stringered and covered over with 3-inch plank.

## POWNAI BAY

The removal and reconstruction of two small blocks with intervening spans, adjoining the pierhead of the wharf, was carried out. This portion of the work has a length of 80 feet and a width of 19 feet. The new work is built with a solid pole foundation to within 4 feet of the top, on which was placed a 12- by 12-inch timber superstructure filled with ballast and graded up with gravel to form a roadway. This work was afterwards fender-piled on both sides at 5-foot centres. On the approach, 663 feet long, 6- by 12-inch span beams were laid on the outer arch, the top was covered with new 3-inch plank, and the balance graded up with gravel.

## RUSTICO HARBOUR

The outer portion of the beach protection, located just within the harbour entrance, was reconstructed and enlarged. This work, which now has a length of 120 feet, was reconstructed by first driving two rows of creosoted piles at 8-foot centres, the piles in the rows being 16 feet apart. The channel face was then waled with 12- by 12-inch timber. The piles were connected with 10- by 12-inch cross-heads and 6- by 12-inch timbers put in between them, the whole top being covered with 3-inch plank. Close-piling was driven along the channel face of this work, across the outer end, and continued inward a further distance of 35 feet along the shore or north side. A brush and stone approach was built inwardly along the balance of the work.

## ST. PETER'S BAY

The middle section of the breakwater, for a length of 104 feet and an average width of 20 to 24 feet, was reconstructed, settlement in ballast made up, and the whole top covered with 3-inch plank.

## SOURIS

The work consisted in removing and replacing with new materials, a large quantity of the 4-inch covering, and 10- by 12-inch stringers on the middle section of the breakwater, 525 feet long and 60 feet wide. The wall timbers on the harbour side of this section, and the 10- by 10-inch sheathing on the sloping or seaward side, were renewed. The shore end of the breakwater for a length of 80 feet was reconstructed for the full height of 6 feet. New 12- by 12-inch wall timbers, cross-ties and longitudinals were put in, and the interior was filled with ballast. The top was then floor-stringered with 6- by 12-inch timber and covered with 4-inch plank.



## SUMMERSIDE

*Railway Wharf.*—Further repairs and improvements were made to the middle section of the wharf by removing the outer 110 feet of the old shelter shed, and placing the balance of the building, 156 feet long, in good and serviceable condition for use as a general freight shed. As all the piles in that portion of the wharf, from which the building was removed, were in a dangerous condition, owing to the action of the teredo and decay, creosoted piles were driven to replace them. The new piling, spaced at about 8-foot centres, is capped with 12- by 12-inch timber, floor-stringered with 6- by 12-inch timber, and the whole top covered with 3-inch hemlock plank for a width of 40 feet. These repairs were continued outward a distance of 43 feet beyond the site from which the portion of the shed had been removed.

*Breakwater.*—The 4-inch plank sheathing on the sloping faces of the outer block was replaced with 10- by 10-inch hardwood timber.

## TIGNISH HARBOUR

The work consisted in reconstructing the south breakwater, immediately inward of the outer block, for a length of 100 feet and a depth of 8 feet. The walls were built with 12- by 12-inch timber, new cross-ties, longitudinals and ballast floor put in, and the interior was filled with ballast stone. The whole of this rebuilt portion was then floor-stringered with 9- by 10-inch timber and covered with 3-inch hemlock plank. General repairs and renewals were effected to the wall timbers, covering and stringers on the adjoining 100 feet of the breakwater.

## GENERALLY

Repairs were made to the following works:—

Bay View, wharf; Brudenell, wharf; French River, wharf approach; Georgetown, railway wharf; Haggerty's, wharf; Lennox Island, wharf; Miminegash Harbour, breakwater; North Cardigan, wharf; Pinette, wharf; Port Hill, wharf; Red Point, wharf; Southport, wharf; South Rustico, wharf; Sturgeon, wharf; West Point, wharf.

## NEW BRUNSWICK

## BEAVER HARBOUR

The close piling of the outer face of the pierhead, begun last year, was completed and similar work continued along both sides. The old fender piles were first removed, and two sets of walings bolted to the old bearing piles of the wharf. Opposite each pile bent the new piles reach to the top of the cap, serving as fenders, and are continued along the inner face of the pierhead, and on each side of the approach. The close piles, driven between the fender piles around the outer face and two sides of the pierhead, reach to about half tide level. Creosoted piles, 162 in number, were used throughout. A new cap timber was laid around the approach and pierhead. On a width of 8 feet on the approach, and over a section 20 by 60 feet on the pierhead, 3-inch and 2-inch planks were laid over the old covering. A new stringer was inserted in the second span of the approach, and two new mooring posts were placed.

## BLACK'S HARBOUR

The stone embankment and inner cribwork block of the wharf, 16 by 16 feet, were completed, two cribwork blocks, 16 by 20 feet, and three spans, 16 by 16 feet, were rebuilt. The embankment and first block are surfaced with gravel, and the remainder is covered with 3-inch plank. The depressions, which

had formed in the pierhead, were filled with stone, and the whole was surfaced with 6 inches of gravel. The roadway to the wharf was widened and straightened by blasting a ledge on one side, and building a retaining wall, 91 feet long, on the other.

#### BURN'S

The original low water wharf was converted into a graded structure to give landing facilities at freshet levels. A concrete wall 154 feet long, with four concrete fender posts, was built on a pile foundation along the upper side. Its top rises from the old level at the pierhead, to about 12 feet above low water level at the inner end. The side was extended shoreward 70.4 feet with a wall of stone riprap. The interior was filled and graded with earth and gravel, which is retained on the lower side by a concrete wall 51.8 feet long and riprap 114.4 feet long. The concrete corner post, at the outer upper corner of the wharf, was raised 3 feet for use during the freshet.

#### BURNT CHURCH

The decayed plank covering of the pierhead was removed, and replaced with stone filling and a reinforced concrete surface 6 inches thick, except on one of the three slips, where the covering was renewed with 3-inch plank. At different sections around the faces the sheathing that had been carried away was renewed, and a new cap timber laid throughout. Four new mooring posts were placed.

#### CAMPBELLTON

*Deep Water Wharf.*—About thirty-seven fenders and 121 lineal feet of face-timbers were renewed; 150 cubic yards of cinders were used in surfacing an area about 300 feet by 20 feet on the approach and small sections of the wharf; the large door of the warehouse was repaired; and about half the cap timber of the wharf painted with carbolineum.

*Market Wharf.*—A mooring post, consisting of a steel rail set in a block of concrete 5 feet square, was placed at the upstream outer corner; 172 cubic yards of cinders were spread to level up the surface; three fenders and 91 lineal feet of cap timber were renewed; and repairs made to the ladder and davit.

*Ferry Landing.*—About 600 feet b.m. of new 4-inch plank was placed; new cross-timbers were put in between the stringers at the lower end of the ramp; and two steel plates, 4 by 4 feet by one-quarter inch, were placed around the lower corner of the slip.

#### CAPE BALD

The work done consisted in surfacing, with a cement gun, the original concrete faces of the breakwater. This comprised a length of 26 feet on the outside of the pierhead, 320 feet from the outer corner, along the outer face of the approach, and 20 feet on the inner face. Between the concrete caissons and the outer face of the pierhead, damaged concrete covering-blocks were broken up, and the space, about 6 feet wide, was filled with mass concrete in a total length of 54 feet. Along the outer side of the approach a section of the wavebreak, 52 feet long, destroyed by a storm in 1923, was rebuilt.

#### COLE'S POINT

The old, decayed cap of the entire wharf, the covering, stringers and a number of cross-ties in the 30-foot section of the approach and in the entire pierhead, were removed and replaced with new round cross-ties, 6- by 10-inch squared timber stringers, 3-inch plank covering and 8- by 8-inch square cap timber. A new set of steps was built in the angle of the pierhead with the approach. Two ladders were placed on the pierhead and the cap and tops of the fenders painted with carbolineum.



## DALHOUSIE

*Deep Water Wharf.*—The flooring and stringers were removed from portions not previously repaired and used as filling material, with about 1,400 cubic yards of bark and other mill refuse. An area of 12,000 square feet was thus solidly filled, and together with the area filled in previous years, was given a surface coating of gravel. All loose fenders around the wharf were re-bolted, iron plates were placed at the upstream corners of the wharf, and a section 20 feet long on the outer face was sheathed with round logs sawn in two, longitudinally.

*Ferry Wharf.*—The flooring of the two spans, the cap and tops of the sheathing and fenders were painted with carbolineum, and minor repairs made on the earth surfacing.

## DIPPER HARBOUR

Thirty old piles and eleven old fenders were removed from the breakwater wharf, in a length of 48 feet, shoreward from the section of the outer face repaired last year. The area uncovered was sheathed with thirty-one piles of Douglas fir square timber, 12 to 16 inches wide and 50 to 55 feet long. Ten round spruce piles were driven around the northeast corner, replacing the old sheathing and fenders, which had been torn off by heavy storms and ice. The old decayed covering and stringers, in a section 159 feet long, were renewed with 3-inch plank and 6 by 10-inch stringers. In this section, the cap along the inner side was renewed with 10-inch square timber, and thirty-nine fenders were re-topped with 5 to 7-foot lengths of the same material. The shore approach, for a length of 176 feet, was surfaced with gravel. A new floating slip consisting of a pontoon 30 feet long, 15 feet wide and 2 feet deep was constructed with a gangway 42 feet long and 3 feet 6 inches wide.

## LOWER NEWCASTLE

The upper face timbers, several stringers and the covering of the pierhead and of the 16-foot span, were renewed. The inner span was walled up with the best of the old stringers and round timbers, and filled with stone, and an area of 1,600 square feet, commencing at the outer end of the 20½-foot block and running shorewards, was surfaced with gravel.

## MCALPINE'S

The wharf was taken over in 1924 from the Provincial Government. It includes a stone and earth approach about 60 feet long by 45 feet wide, and a pierhead 56.5 by 23 feet, with faces of concrete, except a section of the lower side which is of rubble stone. The work done consisted in building a concrete wall 5 feet high around the outside of the wharf, 56.5 feet long on the outer face, 12.7 feet long on the downstream face and 16.5 feet long on the upstream face, where it has a batter of 1 to 1, forming an ice slope; constructing a concrete ice protection pier at both corners, 4 feet high and 2 feet square on top; building a concrete slip, 10 by 10 feet, in the outer face, and concrete steps in the downstream face; laying a concrete covering 30 feet along the front face and extending back 10 feet, including the slip; building a rubble wall, 17.7 feet long and 5 feet high, along the downstream face adjoining the concrete wall; placing stone filling with gravel covering behind the new face walls; and roofing, shingling and painting the warehouse on the wharf.

## MCDONALD'S POINT

Piles were driven in three rows, outside the outer end of the wharf. The outer row is of close piles, 16 feet beyond the old face, giving 10 feet of water in the berth instead of 7 feet as it was at the old face. The close piles were

continued around each side to the original corners. The inner rows are spaced about 4 feet and 6 feet centre to centre. A total of 134 piles were driven. The piles were braced along the front and to the inner rows with 2- by quarter-inch iron straps. The area enclosed by the close piles was filled with stone.

#### MILL'S POINT

A strip of 3-inch covering, 7 to 10 feet wide, was laid for a length of 132 feet over the old covering, and several old planks were refastened. This work was done by day labour. The work done under contract comprised the filling in of spans 1 to 6 with cribwork, placing 131 cubic yards of stone in these cribs and the adjacent blocks, cutting off the old sheathing of the blocks for a length of 1,142 feet at the level of the bottom of the stringers to permit of the renewal of the latter, and beginning a crib for the enlargement of the pierhead.

#### OROMOCTO

Extensive repairs were made to the low water wharf. On the upper side of the pierhead the old sheathing was removed, and a concrete ice slope, 1 foot thick and 52.4 feet long, built. On a length of 34 feet of the front face and lower side of the pierhead, the old cribwork was cut back to low water level, replaced with concrete walls, and a concrete fender post built at each outer corner. Two concrete slips were built in the front face, and concrete steps at the lower side. The top was floored with concrete 6 inches thick, replacing the old 3-inch plank on an area about 32 by 70 feet, and along the approach on a strip 10 feet wide by 180 feet long. All the concrete was reinforced with half-inch steel bars. The remainder of the approach was surfaced with stone, and riprap walls were built along the sides.

#### POINTE DU CHÊNE

*Ballast Wharf.*—Fifteen creosoted piles were driven on the outer face of the wharf about 100 feet from the northeast corner. The face timbers behind the piles were renewed, and a length of 28 feet by a depth of 2 feet was back-filled with stone and gravel.

*Outer Breakwater.*—New stringers and covering were laid on the north easterly end, 47 by 16 feet. The old plank covering was re-spiked over a section 120 feet long, and new planks were placed where required. A concrete wall was built 5 feet high and 160 feet long on the seaward face of the easterly end. The old timbers were re-bolted and the tops of the existing sheathing, outside the concrete wall, trimmed off.

#### ST. GEORGE

The laying of 2-inch plank over the old covering of the wharf was completed. On the face and eastern side twenty-five new fenders were placed and a new piece of 8- by 8-inch cap was put on the outer end. A new floating slip, consisting of a pontoon 30 feet long, 15 feet wide and 24 inches deep, and a gangway 42 feet long and 4 feet wide, was constructed and located on the western side of the wharf. The pontoon is held in position by three guide piles, the tops of which are braced to the cap of the wharf.

#### ST. JOHN HARBOUR

*Courtenay Bay.*—The dredging of a channel from the main harbour channel to Courtenay bay basin was proceeded with from May until October, no work being carried on during the winter months, and when the heavy spring freshet from the river was running. The whole channel is now dredged with the exception of a strip at the outer end. Great difficulty has been experienced



in carrying out this dredging, the material encountered being very large boulders, cemented in hard pan and clay. The total amount of dredging performed during the season was 130,824 cubic yards.

*Dredging and Filling on Site of First Unit Ocean Terminals.*—An Order in Council was passed granting authority to dredge the site of the proposed quay wall, this site being chosen for the first unit of the ocean terminals. The work authorized was completed and consisted in dredging 844,599 cubic yards of clay and silt, and utilizing 425,913 cubic yards thereof as filling. Two dredges were employed on this work, the dredge *Tornado* being used for the reclamation work, and the *Leconfield* for the dredging deposited at sea. In order that the reclamation dredging could be kept in place, the contractors were obliged, at their own expense, to build a retaining wall of rock. This rock dump, which was 10 feet wide on top, with slopes of 1 to 1 on both sides, settled considerably, sinking over ten feet at two different places. During the progress of the work, great difficulty was experienced in retaining the filling material, on account of the filling being clay and the rock embankment which retained it being on a clay base. Through the area filled in, two sewers had to be extended. The movement of the embankment and the fill gave considerable difficulty in the construction of these sewers, one of which was partially destroyed and will be rebuilt as soon as the filling has compacted sufficiently.

#### WEST ST. JOHN

*Grain Conveyer Galleries.*—As soon as the winter port season was terminated in April the contractors were able to install the necessary conveying machinery and rubber belting in the Canadian Pacific Railway elevator, and the existing gallery from the elevator to Berth No. 15. On account of a new type of unloading spout having been installed, considerable difficulty and delay was at first experienced in operating the conveyer system. These difficulties have now been overcome, and the whole system is working satisfactorily.

*Cattle Shed.*—A contract was let for the extension of the cattle shed. Though the work is not fully completed it has been made available for the reception of cattle when required by the shippers. The work yet to be done to complete the contract is the laying of the concrete floor, painting the building outside and completing the office and rest rooms for the cattle shippers.

*Frostproof Warehouse—Berth 14.*—A contract was awarded for an extension of this warehouse, used for the shipping of potatoes. This extension gives an additional storage space for 10,000 barrels of potatoes or 7,896 square feet. The warehouse has been used continuously throughout the winter shipping season.

*Concrete Exposed to Sea Water.*—Repairs to concrete in the walls of No. 15 dock, disintegrated by the action of the sea water and extreme climatic conditions, were proceeded with during the year. With the experience gained in previous years in the use of the cement gun, very satisfactory results have been obtained, and the expenses incurred in the purchase of the cement gun outfit have been fully justified.

*Partridge Island Wharves.*—The approach connecting the east pier with the island was renewed for a length of 45 feet and a width of 14 feet. This included the construction of new bents, stringers and deck. Repairs were also carried out on the low water landing. Damaged braces, uprights, and planking were renewed, and the steps leading from the landing to the island were resurfaced with wire mesh.

*Partridge Island Water Supply.*—The water main connecting the submarine flexible bronze pipe, where it passes under the disinfecting plant on the quarantine wharf, was cracked, owing, possibly, to settlement in the building. This pipe was replaced in a new location by a 4-inch flexible bronze pipe. The main

supply on the island, serving the doctor's house and hospital, was renewed with 100 feet of 2½-inch galvanized pipe. New gate valves and connection were also made to one of the residences on the island.

*Maintenance.*—The wharves and equipment have been kept in the usual state of good repair. Vertical and floating fenders received the necessary repairs, and five built up fenders of cedar and spruce saplings were constructed during the year. The experience is that these fenders are much more efficient, more economical of construction, and have a longer life than the solid floating fenders of British Columbia fir, which, as they wear out, are being replaced by the former type.

#### SHEDIAC

A contract was entered into for the repair of the wharf. The cap, covering and stringers of the shore block, 211 by 20 feet, were removed, the interior filled with stone ballast about 2 feet deep, and the whole area surfaced with quarry waste. Stone amounting to 464 cubic yards was delivered on the site for next season's operations. Temporary repairs were made to the covering by day labour, prior to the letting of the contract.

#### SHIPPIGAN GULLY

In a section 133 feet long of the western breakwater, twenty piles were driven in the interior of the work at 10-foot centres, and a row of piles at 5-foot centres at the outer side. Two walings were placed along the outer row, and the two rows connected with stringers which extend across the breakwater. Close piles were driven outside the walings. New flooring was laid over part of this section. Seven piles were driven at the outer end of the breakwater, and two iron straps, 1 inch by 6 inches by 16 feet long, were placed around each outer corner. On the inner face main piles were driven, two walings placed, and close piles put in on a length of 28.3 feet. Of the piles used 156 were creosoted.

#### STONEHAVEN

The two outer corners of the end block of the pierhead were repaired with 10-inch creosoted sheathing placed around the corners in a total length of about 20 feet. One iron plate, 4 by 7 feet by one-half inch, was placed at each corner and secured by screw bolts to upright posts set in the interior. Four iron straps, 4 inches by one-half inch by 10 feet long, were placed around the northeast corner of the pierhead. On the harbour face of the breakwater and pier the sheathing was repaired with 111 pieces of 3-inch creosoted plank. Five new fenders were placed on the breakwater. Fifty-six cubic yards of large stone was placed on the riprap slope on the seaward side of the pier, and 66 cubic yards to protect the shore end of the roadway to the breakwater.

#### UPPER JEMSEG

A concrete face 5 feet high was built along the front of the low water section of the wharf, with a concrete slip and covering 18 feet wide across the outer end. As the old high water section was in a much decayed condition the low water wharf was graded at the inner end of the upper side to give landing facilities during the freshet. Along this side a wall reaching from 7 to 13 feet above low water, with two concrete fender posts and landing steps, was built in concrete for a length of 122½ feet and continued 38½ feet with stone riprap. The concrete was reinforced throughout with half-inch steel bars. The interior was graded with stone and earth up to 8 inches from the top of the side wall. The roadway to the wharf was raised about 2 feet with earth filling for a length of 240 feet with stone riprap on the sides, and fenced on each side for 280 feet.



## YOUNG'S COVE

The old cribwork faces of the low water wharf were cut down to about low water level, and replaced with a concrete wall about 6.4 feet above low water on the front, and graded to 13.6 feet at the inner end. A concrete retaining wall 93.7 feet long was built on the lower side, where the old high water wharf was removed. This wall was extended shorewards and on the upper side for a length of 84 feet with riprap. A concrete slip was built in the front face and concrete steps were made at the side. A strip of concrete flooring 6 inches thick and 20 feet wide was laid across the front. In the rear of this floor the wharf was graded to within about 8 inches of the top of the wall with stone and earth. A small freight shed was also built.

## GENERALLY

Repairs were made to the following works:—

Back Bay, wharf; Barker's, wharf; Bathurst, wharf; Bay du Vin, wharf; Belliveau, wharf and roadway; Brown's Flats, wharf; Burton, wharf approach; Burton Court House, wharf; Cambridge, wharf; Caragnet, wharf; Chatham, customs house wharf; Chipman, wharf; Chocolate Cove, wharf; Cocagne, wharf; Cocagne Cape, wharf; Dorchester, wharf; Douglas Harbour, wharf; Douglas-town, wharf; Earle's Landing, wharf; Evandale, wharf; Fairhaven, wharf; Fox, wharf; Gautreau, wharf; Gerow's, wharf; Grand Harbour, wharf; Grandigue, wharf; Hampstead, wharf; Humphrey's, wharf; Inkerman, wharf; Kennebecasis River, ferry landings; Lameque, wharf; Loggieville, wharf; Long Point, wharf; Lower Caragnet, wharf; McAllister's, wharf; Neguac, wharf; Newcastle, wharf; North Head, breakwater-wharf; Oak Point, wharf; Palmer's, wharf; Petit Rocher, breakwater; Port Elgin, wharf; Rexton, wharf; Richardson, wharf; Richibucto Beach, breakwater; Richibucto Cape, breakwater; Rothesay, wharf; St. Andrews, wharf; St. Martin's, breakwater; St. Stephen, wharf; Savoy Landing, wharf; Scotchtown, wharf; Scovil's, wharf; Seal Cove, breakwater approach; Shippigan, wharf; South Branch, wharf; Tracadie, wharf; Trynor's Cove, wharf; Tynemouth Creek, breakwaters; Upper Gagetown, wharf; Webster's, wharf; Welchpool, wharf; White Head, wharf; White's Cove, wharf; Wilson's Beach, breakwater-wharf; Woodward's Cove, breakwater.

## QUEBEC

## ANSE À GILLES

The spans between the wharf cribs were renewed, and two spaces between the cribs closed with cribwork. A few fenders were added to the headblock, and minor repairs made to timber flooring.

## ANSE ST. JEAN

Repairs made to the wharf by day labour consisted in renewing 10,000 feet b.m. of floor stringers and face timbers, 6,000 feet b.m. of 3-inch flooring and 3,000 feet b.m. of railing. The shed was painted.

## BAGOTVILLE

A contract was awarded for the enlargement of the wharf approach. The work involved the construction of a crib wall, 20 feet wide, 310 feet long by an average height of 18 feet, with stone backfilling. General repairs and renewals were made by day labour.

## BAIE DES SABLES (SANDY BAY)

A small landing pier was constructed in round timber openfaced cribwork sheathed and covered with deals, and ballasted with stone. It was built by day labour and is 100 feet long by 20 feet wide with a mean height of 14 feet.

## BAIE ST. PAUL

*Wharf.*—A contract was awarded for wharf repairs which consisted in tearing down 190 feet of the cribwork and part of the return wing, filling the bottom with stone to make a solid berth for the crib, rebuilding the crib, refilling and surfacing with gravel, and making a stone mattress in front of the repaired part of the wharf.

*Bank Protection.*—A contract was awarded for the construction of protection work along the banks of rivière du Gouffre. The necessary excavation and filling was made to slope the bank  $2\frac{1}{2}$  to 1 and to form in a regular curve the upper edges of the rubble stone protection. The bank thus prepared was covered with 2 feet of stone and the footing protected with stone riprap. This protection work was made at three places on lengths of 600, 560 and 630 feet respectively.

## BATISCAN

A stone and concrete jetty, 625 feet long by 10 feet high, was constructed on the upstream side of the harbour to prevent the dredged channels and basin from being filled in by sand.

## BELOEIL STATION

*Guide Piers and Protection Works.*—The pile protection running from the G.T.R. pier to the wharf, a distance of 96 feet, was entirely rebuilt with a double row of piles well braced together with two walings on the whole length. Above the bridge, the three upstream piers were repaired and a few pieces of cribwork renewed. The wooden protection span connecting the largest pier and the G.T.R. pier was completely rebuilt. The work was done by day labour.

*Wharf.*—The wharf was rebuilt in concrete by day labour. The crib structure was cut down to the piles, and for the necessary thickness, to permit the construction of a reinforced concrete wall, 3 feet 4 inches thick at the base, 12 inches at the top, and 10 feet high above low water level. The front concrete wall was anchored to concrete anchor blocks by steel rods, and a concrete flooring 12 feet wide and 6 inches thick laid on the whole length of the wharf.

## BERTHIERVILLE

The inner retaining wall of the inclined roadways was raised to a mean height of 30 feet and provided with a 2-inch pipe railing on its whole length. An extension  $16\frac{1}{2}$  by  $32\frac{1}{2}$  feet was built to the freight shed, and a shelter constructed at the top of the steps running from the wharf to the street. Filling was also placed between the street and the retaining wall. The work was done by day labour.

## BIC

A section of the outer portion of the wharf, 53 feet in length by 25 feet in width and approximately 2 feet in mean height, was rebuilt. Four blocks of the inner section of the wharf were entirely rebuilt, each 25 feet long, 21 feet wide and from 7 to 15 feet high. The 30-foot spans between the blocks were also rebuilt, and consist of stringers supported on the ends by corbels placed on the blocks. New 3-inch flooring was laid upon an area 435 feet long by 27 feet wide, thirteen mooring posts were painted, and 988 lineal feet of cap timbers renewed and painted.



## BONAVENTURE

An extension to the wharf, 198 feet long by 22 feet wide, was built, under contract, in 16 feet of water L.W.S.T. The structure is of round timber open-faced cribwork covered with 3-inch deals and sheathed with 4-inch spruce planks. Fenders of 10 by 10-inch yellow birch were placed close up, and on both sides of the projecting ends of each vertical row of cross-ties, at every 10 feet. The whole structure was filled, with stone ballast, to the stringers supporting the decking. Repairs were made to the protection works by day labour.

## BROWN'S ISLAND

A wharf was built composed of an open-faced cribwork landing-head 46 by 48 feet, made of two cribs each 16 by 48 feet with a 14-foot span. A small freight shed 16 by 24 feet was erected, and the roadway approach made with stone and earth fill.

## CACOUNA

A double flooring in 2-inch deals was laid upon the landing wharf for a length of 600 feet by a width of 30 feet, and other parts of the flooring repaired. Several pieces of 6-inch sheathing were also renewed.

## CAP DE LA MADELEINE

The work done comprised the demolishing of a part of the wooden ice breaker of the wharf, the construction of part of the new concrete wall, and the placing of a small amount of stone filling in the wharf.

## CAP DES ROSIERS (ANSE DES WHALEN)

A training pier, 185 feet long, 6 feet wide and 7 feet high, was constructed in round timber open-faced cribwork, well ballasted with stone.

## CAP ST. IGNACE

The work consisted in repairing the roadway leading from the public road to the wharf, renewing the flooring of the inner 350 feet of the approach, making minor repairs to the rest of the flooring, building a stranding berth along the east side of the headblock, and renewing 12,000 feet b.m. of the floor stringers.

## CAUGHNAWAGA

The existing cribwork structure of the wharf was removed to 1 foot below low water level and a concrete wall, 18 inches thick at the top, 4 feet thick at the bottom and 9 feet high, was built. Six mooring posts were placed, and a 6-inch concrete flooring  $36\frac{1}{2}$  feet wide was laid on the whole length of the wharf, except a small area yet to be covered. A landing slip was also built. The above work was done by contract. Repairs were made to the wharf and the two ferry landing piers along the approach were totally rebuilt in concrete from low water level. This work was done by day labour.

## CHÂTEAU RICHER

The reconstruction of 105 lineal feet of the cribwork on the east side of the wharf was carried out to a width of 12 feet and from 5 to 6 feet deep. Some fenders were renewed and the macadam surface was repaired.

## CHICOUTIMI BASIN

The coping of the floating pontoon was repaired and the movable slip replanked. The pontoon was put in position for the opening of navigation and a shed shelter 50 by 25 feet built. At the close of navigation the slip and pontoon were put in winter quarters.

## CONTRECŒUR

The roadway leading from the wharf approach to the public road was surfaced for 90 feet with bituminous macadam. An inclined roadway, 64 feet long and 15 feet wide, surfaced with the same material, was built from the wharf approach down to the basin dredged at the back of the headblock. The work was done by day labour.

## CORTÉREAL (ST. MAJORIQUE)

A stone riprap was placed along 2,170 feet of the northeast side of the embankment forming the approach to the bridge. It averages a height of 8 feet and has a batter of  $1\frac{1}{2}$  in 1. Holes in the roadway were filled with gravel upon its whole length of 2,556 feet. The wooden sheathing of the cribwork approach, for a length of 150 feet, was renewed and the railing guard generally repaired.

## CROSS POINT

An extension, 50 feet long by 30 feet wide on top and 18 feet high, was built, under contract, to the eastern outer wing of the landing wharf. It is constructed of round timber open-faced cribwork, ballasted with stone, covered with 3-inch deals and sheathed on the west and south faces with 6-inch planking. The top of the cap timbers is 5 feet above the estimated high water level. The 4-inch flooring of the ferry landing slip and nine stringers 20 feet long were renewed by day labour. The 4-inch planking for 300 feet by the width of the wharf was also renewed on the outer portion of the slip.

## D'AIGUILLON (SEAL ROCK)

A small landing pier to be used by the fishermen was built of open-faced round timber cribwork, ballasted with stone. It is 92 feet long, 12 feet wide and approximately 10 feet in mean height. A piece of land, 200 feet long by 20 feet wide, was purchased for use as a public road approach to the beach.

## DESJARDINS

A contract was awarded for the reconstruction of the wharf from low water line. The approach was built up from elevation 365.5 to elevation 371.5, and the landing head to elevations 371.5 and 373.7. Before the contract work was undertaken 1,700 feet b.m. of 3-inch flooring was renewed in order to keep the wharf open to traffic.

## FASSETT

The following improvements and repairs were made to the wharf:—

*Low Level Landing.*—Three cribs 12 by 16 feet, fully ballasted and sheathed with 6- by 6-inch timber, were placed in the landing face between the pile bents. The shed was repaired, the slip widened to 9 feet, and the flooring, fenders and wheel-guards were renewed.

*High Level Landing.*—A crib 12 by 16 feet, fully ballasted and sheathed with old 3-inch plank, was placed in the approach, and three cribs 12 by 16 feet, fully ballasted, were placed in the ice breaker. The slip between the high and low level landings was renewed and widened to 9 feet. Twelve stringers were replaced, and part of the flooring was renewed. The roadway approach was graded from the main road to the wooden approach, and the freight sheds, wheel-guards, fenders and railing were given two coats of paint.

## FATHER POINT

The close-faced cribwork, 9 feet high, 20 feet wide and 100 feet long, was completed. North of this crib, along the east face of the wharf, a close-faced



crib 75 feet long by 15 feet wide was also built to complete the reinforcing and close the gap in the wharf. A revetment work 112½ feet long was built and completed, ready to receive the protection piles. The above work was done by contract.

#### GASCONS WEST (ANSE À LA BARBE)

In order to give required shelter to fishing boats in the mouth of the river Anse à la Barbe, a training jetty 120 feet long by 15 feet wide was built on the west bank of the river mouth. This structure was ballasted with stone and part of the sheathing placed.

#### GASPÉ (SANDY BEACH)

The work done consisted in removing the railway track and flooring north of the wharf shed, and filling in this area with 870 cubic yards of earth and stone; quarrying, carting and placing 500 cubic yards of earth and stone in the approach to the wharf; repairing the plank flooring of the shed; removing the track and flooring south of the shed, 470 by 13 feet, and filling in with 800 cubic yards of stone; placing eight new mooring posts; filling a hole in the wharf with 130 cubic yards of stone; putting the track back in position north of the shed; and renewing 225 ties.

#### GATINEAU POINT

The superstructure of the old wharf was demolished, and the two lower landings 20 by 16 feet were rebuilt, as well as a high level landing 24 by 16 feet, with a slip 8 feet wide by 16 feet long. Riprap walls were built to hold the earth approaches. A cribwork retaining wall, 60 feet long by 8 feet wide was built on the foundations of the upstream end of the old structure, and a 3-inch sheathing placed on the face of the landing and cribwork wall.

#### GATINEAU RIVER

Protection works were built along 450 lineal feet of the river bank. The public roadway was widened and graded on a distance of 200 feet.

#### GRANDE BAIE (ST. ALEXIS)

The work comprised the renewal of the 3-inch flooring, floor stringers and cross-ties on a length of 180 lineal feet of the wharf.

#### GRANDE ENTRÉE

A row of close pile sheathing was driven upon a length of 105 feet starting from the west face of the wharf and extending westwards. The space between this and the private wharves in the rear was stringered and floored on top of close driven piles. The above forms an enlargement of the wharf 105 feet in length by an average width of 27 feet. The breastwork located along the outside shore was generally repaired and strengthened, and minor repairs were made.

#### GRANDE RIVIÈRE

A temporary wall was built with piles and planks in the 100-foot gap or break in the wharf which had been damaged by storms. The pile-driver, also damaged, was practically rebuilt.

#### GRINDSTONE, M.I.

The superstructure of the landing wharf was partly rebuilt upon a length of 450 feet. One-half of the fenders and stringers were replaced, together with a part of the flooring. Some cross-ties were renewed and 2,000 cubic yards of stone ballast placed. Along the south face of the wharf, upon 300 feet in length,

a heavy stone riprap was commenced, and 600 cubic yards were placed. This work was suspended to save from destruction the outer portion of the pier, which was damaged during a storm, upon a length of 100 feet from the outer end.

#### GRONDINES

The work under contract was completed and consisted in constructing two parallel concrete walls 462 feet long, spaced 22 feet apart, outside measurement. Upon a length of 235 feet the walls rest on a solid rock foundation, and for 227 feet on a cribwork foundation. These concrete walls are  $1\frac{1}{2}$  feet wide at the top,  $7\frac{1}{2}$  feet wide at the base, 18 feet high for the part resting on the rock foundation, and 15 feet 4 inches high for that on the cribwork foundation. A stone-filled cribwork, 227 feet long and  $24\frac{1}{2}$  feet wide on top with a batter on each side of 1 in 12 and an average height of 5 feet, was constructed. The space between the two walls was filled with stone, and the whole surface covered with 1 foot of bituminous macadam. The wharf was provided with the necessary steel ladders, mooring posts and rings. The laying of 630 square yards of bituminous macadam on the approach was completed and 450 cubic yards of stone filling placed on each side of the approach and at the shore end of the wharf. A fence was built by day labour, on each side of the roadway leading to the wharf.

#### GROSSE ISLE

Extensive repairs were made to the flooring and sheathing of the wharf. The coping was renewed and the coal bins were repaired.

#### HAVRE AUBERT (POINTE SHEA)

The work done consisted in renewing 40 lineal feet of the wharf flooring, replacing a few cubic yards of stone ballast and building a pile driver. Sixty piles averaging 27 feet in length were purchased, dressed and prepared for driving.

#### HAVRE ST. PIERRE (POINTE AUX ESQUIMAUX)

The 12 by 12-inch floor stringers and the flooring between the headblock and approach were renewed. The cribwork of the headblock was levelled and a stone mattress placed around it to prevent undermining by the waves and currents.

#### HIGH FALLS

The wharf was rebuilt from low water line. The new structure comprises a cribwork landing head 30 by 36 feet, with a low and a high level landing. The high level landing is provided with a slip 16 feet long and 8 feet wide. The approach, 26 feet long, is made up of a crib 12 by 24 feet with a 14-foot span next to the landing head. All the cribs were built of round timber and filled with stone. The flooring is 3-inch hemlock.

#### HONFLEUR (STE. MONIQUE)

The pile construction of the wharf was replaced by a cribwork pier 20 by 40 feet, joined to the shore by a span 17 feet long. The freight shed was repaired and extended.

#### HOUSE HARBOUR, M.I.

The head of the wharf and both corners were close-sheathed with 35 to 40-foot piles, minor repairs were made, and a warehouse near the wharf was purchased and repaired to be used as a freight shed and waiting room.



## HULL

A 6-inch concrete slab, 50 by 34 feet, was built on the low level landing of the wharf. The two-line pipe railing along the low level approach was replaced by a 12-inch square concrete wheelguard 251 feet long. Minor repairs were made to the freight shed, a portion of the approach was graded, and the drainage system on high level landing improved.

## IBERVILLE

The work done consisted in building four-pile clusters, three of which are composed of five piles each, and the other of three piles. The piles in each cluster are bolted together. The work was done by day labour.

## ILE PERROT SUD

About three-quarters of the plank flooring of the headblock and part of the stringers were renewed. Extensive repairs were made to the stone riprap of the approach and right of way. The work was done by day labour.

## ISLE VERTE

A landing slip, 50 feet long 10 feet wide and 5 to 13 feet high, was built along the southeast face of the wharf. The shore end portion of the crib approach was dismantled, and the space between the face timbers was filled in with earth, sand and gravel for a length of 80 feet. The road approach to the wharf was repaired upon a length of 530 feet, and a layer of gravel, 16 feet wide and 12 inches thick, was placed upon it. The ditches on both sides were deepened.

## ISLE VERTE (RIVIÈRE VERTE)

A new wharf, 70 feet long by 50 feet wide, was constructed, and is composed of a pile breastwork filled in the rear with brush mattresses loaded with stone ballast and earth. The whole was surfaced with gravel.

## KAMOURASKA

The work on the upstream wharf involved the renewal of the cribwork of the headblock on a height of 3 to 4 feet, and the renewal of the coping and paving with 3-inch lumber. The flooring of the approach and the sheathing of the headblock were repaired. On the downstream wharf the work consisted in extending the slip 20 feet outward on its whole width of 17 feet, renewing 19,000 feet b.m. of the coping and sheathing, and repairing the 3-inch flooring.

## LACHINE

Along the south and east faces of the downstream part of the Grand Trunk Railway wharf a concrete wall was constructed resting partly on the old cribwork and extending out  $2\frac{1}{2}$  feet to the lake bottom, with piling 4 feet centre to centre. Along the north face and resting on the old crib structure a concrete wall was built with a landing stage and steps. A similar wall 40 feet long was built from the west end of the northern face wall and extending shoreward. The wharf was filled and levelled with stone and a 6-inch concrete floor laid on the whole surface, including the upper part of the wharf rebuilt last year. The above work was done by contract. Prior to the contract work the driving of piles and the removal of the old plank flooring were done by day labour.

## L'ANSE AU BEAUFILS

The inner eastern jetty was rebuilt for a length of 505 feet. The structure is a breastwork built with round timber sheathed on the outside and ballasted with stone.

## LA DESCENTE DES FEMMES

The wharf repairs comprised the renewal of 10,000 feet b.m. of square timber, 5,000 feet b.m. of 3-inch flooring, 1,000 feet b.m. of railing, and some sheathing.

## LA TUQUE

A stone-filled cribwork wharf, 40 feet long, 50 feet wide and 12 feet high at the front, was built with a depth of 5 feet at low water. The stone approach was protected on the downstream and upstream sides by heavy stone riprap. The work was done by day labour.

## LES ÉBOULEMENTS

The hoisting apparatus, the fixed slip and the flooring of the wharf were repaired. The superstructure of the eastern half of the headblock was renewed and levelled and general repairs were made.

## LOTBINIÈRE

The work done under contract consisted in demolishing the old wooden flooring, stringers and cap piece on all the surface of the approach, 401 feet long by 20 to 23 feet wide; cutting of sheathing and demolishing the old cribwork to 6 feet below the top of the cap piece of the old wharf, on a width of  $4\frac{1}{2}$  feet and a length of 401 feet on both sides; constructing concrete walls on each side of the approach with a concrete stairway on the east side; building a heavy stone riprap on the west side of the shore end of the approach; and laying bituminous macadam on the whole surface. The space between the concrete walls and stone riprap was filled with one man stone, and the whole surfaced with one foot of bituminous macadam. The wharf was provided with the necessary mooring posts, mooring rings and steel ladders.

## MAL BAY

The eastern face of the deep water wharf for 150 feet in length by 16 feet in average height was sheathed with 8- by 8-inch spruce timber, and 300 cubic yards of stone placed in the structure. A portion of the wharf flooring was repaired.

## MARIA CAPES

A portion of the protection work 170 feet long, which had been destroyed along the highway, was rebuilt to prevent complete destruction of the roadway. The new structure is of round timber open-faced cribwork ballasted with stone.

## MATANE

*Eastern Breakwater.*—In completing, under contract, the breakwater extension 600 feet long, a double 3-inch sheathing was laid on part of the east sloping face. This extension was damaged by storm, and extensive repairs were made by day labour. Broken ties and vertical posts were replaced where necessary, and transversal bracing timbers laid and bolted at every 10 feet to sound timbers in the structure. The outer end was entirely rebuilt and reballasted for 30 feet and close sheathed. New vertical posts were placed where necessary and bolted to sound ties.

*Western Wharf.*—The contract for the extension of this wharf was closed, owing to an accident which occurred to the structure during February, 1925. A new contract was awarded for the reconstruction of the superstructure of this extension, and of a 20-foot widening to the wharf upon a length of 390 feet. The work under this contract is nearly completed, with the exception of the flooring, fenders, mooring posts, protection piles and a portion of the ballasting



## MIGUASHA

An extension, 180 feet 3 inches, was built to the wharf. For 40 feet at the outer end, it has a width of 30 feet with a landing slip on the south face for small boats. The remaining portion is 20 feet wide, except at the inner end where a ferry landing, 51 feet long by 23 feet 4 inches wide, is provided on the south side.

## MONTMAGNY

*Outer Wharf.*—The repairs comprised the renewal of 10,000 feet b.m. of square timber and 13,000 feet b.m. of 3-inch flooring and sheathing. Fenders and hardwood sheathing were also renewed. The approach was regraded with gravel and stone, the headblock filled with ballast stone and the wharf crane repaired.

*Inner Wharf.*—A stranding berth 100 by 20 feet was constructed, and general repairs were made.

## NICOLET

*Upper Wharf.*—The work done consisted in renewing the wooden flooring, stringers and sheathing.

*Lower Wharf.*—Repairs were made to the freight shed.

## NOTRE-DAME DU LAC

A cribwork landing slip, 24 feet wide by 65 feet long, was constructed on the south side of the wharf.

## PAPINEAUVILLE

The landing head of the wharf was rebuilt and remodelled. The wharf has now a high level landing 36 by 37 feet, with a 20-foot slip 9 feet wide, and a low level landing 44 by 37 feet wide, with a slip 12 feet long by 9 feet wide. The shed was temporarily repaired to receive freight in the early part of the season.

## PÉRIBONKA

About 180 lineal feet of the pile approach of the wharf was reconstructed. The freight shed was repaired and painted, and minor repairs were made to the flooring of the headblock.

## POINTE AU PIC (MURRAY BAY)

Extensive repairs were made to the shore end of the wharf. The concrete on a length of 220 feet was repaired and 225 cubic yards of cribwork west of the slip rebuilt to low water line. An extension 40 by 20 feet was added to the freight shed and the open shelter enlarged. The shingle roof of the west wing of the shed, 10,000 cubic feet b.m. of 3-inch flooring, 19,500 feet b.m. of 12- by 12-inch stringers and walings, and 7,000 feet b.m. of 12- by 12-inch oak fenders were renewed. Repairs were made to the hoisting mechanism, and the macadam surface was regraded.

## PORT AU PERSIL

The damage done to the east side of the wharf approach by a severe storm was repaired by building a concrete wall 100 feet long and 6 feet high, renewing one fender and repairing the gravel surface.

## PORT AU SAUMON

A contract was awarded to reconstruct part of the wharf. A section of the old cribwork structure was removed. This work consisted in tearing down 8,000 lineal feet of old timber and 512 cubic yards of crib, and excavating 135

cubic yards of material to prepare the foundation for the new work. The construction of 2,572 cubic yards of cribwork with a layer of gravel 1 foot thick was carried out. This formed a structure 304 feet long, 20 feet wide for the main part, 30 feet for the headblock and 19½ feet high at its outer end.

#### PORT DANIEL EAST

The superstructure of the outer end of the wharf was rebuilt upon a length of 200 feet, a width of 52 feet, and an average height of 3 feet. The break in the wharf was repaired upon a height of 7 feet with square timber and rebalasted with sand. Along the eastern outer face 690 sheathing piles were driven. The shore end portion was rebuilt upon a length of 75 feet and a height of 5 feet, and reinforced with iron rods from face to face. A new foundation frame was laid in place for the shed and lighthouse and filled in with ballast. Piles were topped with 13-inch deal upon a length of 75 feet along the east face, and 175 cubic yards of ballast was placed in the outer end of the structure.

#### RIMOUSKI

The electric lighting system on the wharf was rearranged. The interior of the freight shed at the outer end of the wharf was repaired, new partitions were made and a portion of the floor was renewed. The western face of the wharf was reinforced by driving 22-foot wooden protection piles along 700 feet of the older portion of the wharf. The piles were driven 7 to 9 feet into the bottom, with tops secured to the structure by five 1-inch round iron bolts. The flooring of the wharf was renewed on the western part of the siding on the older part of the wharf. Repairs and renewals were made to the track foundation.

#### RIVIÈRE DU LIÈVRE (LOCK AND DAM)

Four 10- by 10-inch stringers and 32 pieces of 10- by 10-inch sheeting were placed on the downstream side of the dam. A new casting was placed under the lower gate on the east side of the locks, and the adjusting rod was rethreaded. Minor repairs were made to the lockmaster's quarters.

#### RIVIÈRE DU LOUP (EN BAS)

The work done involved the renewal of 13,000 feet b.m. of sheathing, 8,000 feet b.m. of fenders, 16,000 feet b.m. of railing, 5,000 feet b.m. of 3-inch flooring, and three ladders. The shed was painted and the movable slip put up for the winter.

#### RIVIÈRE OUELLE

*Wharf.*—The work done consisted in repairing the movable slip and the hoisting apparatus, and renewing 8,000 feet b.m. of 6-inch hardwood sheathing, 6,000 feet b.m. of 10- by 10-inch floor stringers and 40,000 feet b.m. of 3-inch flooring.

*Stone Wall Protection.*—A stone wall, 500 feet long, 4 feet wide at the base, 2 feet at the top, and averaging 4 feet high, was constructed.

#### ROBERVAL

*Breakwater.*—The work done consisted in placing 113 cubic yards of ballast stone in the outer part, and renewing 16,378 feet b.m. of 3-inch spruce sheathing on the east face.

*Wharf.*—The completion of the contract work necessitated the placing of 695 cubic yards of stone backfilling, 455 cubic yards of concrete, 375 square yards



of gravel surface 1 foot thick, and supplying and placing 82 railroad ties. The shed was painted, the roof renewed, and the flooring and sheathing of the wharf repaired by day labour.

#### SABREVOIS

The wharf having been badly damaged by ice, extensive repairs were made to the pile headblock and approach. About twenty-five piles were spliced and half of the beams, stringers and flooring were renewed. The work was done by day labour.

#### STE. ADELAÏDE DE PABOS

The sheathing and several face timbers were renewed upon a length of 200 feet along the east face of the wharf.

#### ST. ANDRÉ

Stone riprap walls were built by contract, on each side of the shore end of the cribwork wharf for a length of 900 feet. The repairs done by day labour consisted in placing 130 cubic yards of ballast stone in the wharf, and renewing 12,000 feet b.m. of floor stringers, 33,000 feet b.m. of 3-inch flooring, the flooring on two spans, the inclined plane to reach the beach from the wharf, and 3,000 feet b.m. of 9- by 9-inch coping. The coping, mooring posts and other parts were painted and repairs made to the gravel surface of the approach.

#### STE. ANNE DE CHICOUTIMI

The flooring, coping and floating pontoon of the wharf were repaired and horse paths and guardrail constructed.

#### STE. ANNE DE LA POCATIÈRE

The floor stringers and 15,000 feet b.m. of 3-inch spruce flooring of the wharf were renewed, and repairs made to the sheathing. The shed and coping were painted.

#### STE. ANNE DES MONTS

A new 5-inch sheathing was placed on a length of 230 feet by a height of 20 feet upon the outer west face of the landing wharf. The three landing slips were repaired, forty-two 10- by 12-inch hardwood fenders were renewed and the northwest corner of the wharf was sheathed in 5-inch hardwood upon a length of 12 feet and a height of 20 feet.

#### ST. ANTOINE DE TILLY

A contract was awarded to reconstruct the wharfhead 70 feet long and 60 feet wide, and the following work was done:—

The flooring, stringers, cap timbers and sheathing of the existing headblock were removed. The excavation was made for the foundations, and concrete walls were built around the old headblock. These walls are 240 feet long, outside measurement, 18 inches wide at the top and from 7 to 10 feet wide at the base, varying with the height which is from 22 to 27 feet. The space between the walls was filled with one man stone to 2 feet below the top. A movable wooden landing slip, 40 feet long by 12 feet wide, and a wooden freight shed, 28 by 12 feet, were constructed. Tie rods, steel plates, ladders, mooring posts and rings were put in place. A new gravel roadway approach was constructed by day labour from the public road to the wharf.

## STE. CROIX

The reconstruction and repairs to the wharf done under contract was completed. The old shore cribwork and trestle-work were demolished and removed, and a new open face stone-filled cribwork constructed. It is 100 feet long, 20 feet wide, averaging in height from 11 feet 2 inches to 15 feet 4 inches, floored with 3-inch deals and provided with six cast-iron mooring posts. A wooden trestle, 150 feet long and 15 feet wide, was built, varying in height from 4 to 10 feet, floored with 3-inch deals and provided with a 10- by 10-inch coping on each side. An earth roadway approach, 70 feet long by 15 feet wide, was built from the trestle-work to the shore and protected on each side by heavy stone riprap.

## ST. DOMINIQUE DU LAC

An open-faced cribwork wharf, 50 feet long, 16 feet wide and 8 feet high at its outer end, was built with an earth approach 20 feet long and 50 feet wide at the shore end, and riprapped with stone on each side. The wharf is sheathed and floored with 3-inch deals. In line with the north side of the wharf and 20 feet out, a pier 16 feet square and 8 feet high was built of open-faced cribwork to permit the mooring of the ferry scow.

## . ST. FAMILLE, I.O.

The work done consisted in renewing 5,500 feet b.m. of coping and face timbers in the wharf, and placing 460 cubic yards of stone fill. A surface of broken stone and screening was put on the wharf and repairs were made to the sheathing.

## ST. FRANÇOIS NORD, I.O.

The cribwork on the outer 180 feet of the wharf was renewed to a depth of 6 and 7 feet and covered with 3-inch flooring. The coping along the east side, some fenders, mooring posts and sheathing were renewed and part of the flooring of the approach was repaired. The shed, new coping and mooring posts were painted.

## ST. FRANÇOIS SUD, I.O.

The work involved the renewal of 28,300 feet b.m. of 3-inch flooring and 5,000 feet b.m. of floor stringers in the wharf, and the painting of the coping and hoisting apparatus.

## ST. FULGENCE

The shore end of the wharf was repaired with 27,000 feet b.m. of square timber and 11,000 feet b.m. of 3-inch sheathing and flooring.

## ST. GÉDÉON

The shore end pier of the wharf, which was completely decayed, was rebuilt, by constructing two concrete walls with stone and earth filling.

## ST. GRÉGOIRE (MONTMORENCY VILLAGE)

The site of the new section of the revetment wall was excavated to the rock surface, and a concrete wall, 100 feet long, 9 to 10 feet high and 4 feet wide at the base, was built and anchored back to the old structure.

## ST. IGNACE DU LAC

A riprap protection wall was constructed and the channel cleaned. The work was done by day labour.



## ST. IRÉNÉE

Some of the wharf coping, flooring and the framework of the hoisting apparatus were renewed, and a cover was made and placed over the machinery. The coping and hoisting apparatus were painted. The cribwork was rebuilt for a height of 18 feet, averaging 25 feet long and 10 feet deep from the eastern corner of the wharf towards the shore, and 15 feet long along the front face of the wharf.

## ST. JEAN, I.O.

Renewals were made to the fenders, sheathing and flooring of the wharf. The shed was painted and the slip and hoisting apparatus were repaired. A strip of the macadam surface 9 feet wide was replaced by concrete along the lower side of the wharf and on part of the headblock.

## ST. JEAN PORT JOLI

In making repairs to the wharf 300 cubic yards of ballast stone was placed in the headblock. Twenty-two fenders were renewed and 150 lineal feet of the approach was reconstructed on a depth of 4 to 7 feet. The two small piers at the shore end of the approach were rebuilt, and the shed was repaired and painted. The coping and mooring posts were also painted.

## ST. JOHNS

The ice breaker of the upstream pier was rebuilt in concrete. The old crib structure, with sufficient of the stone filling, was removed to extreme low water level, and a concrete wall built around it. The sloped top face of the ice breaker was covered with a concrete slab 12 inches thick. The work was done by day labour.

## ST. LAURENT, I.O.

The work done by contract consisted in building on each side of the wharf a concrete wall, filling in with stone, and building a concrete flooring. The work done by day labour comprised the renewal of some of the planking in the slip, grading the surface of the wharf with gravel, painting, and making minor repairs.

## ST. MARC

The stone riprap was repaired, and a freight shed 20 by 24 feet built. A concrete sidewalk 8 by 60 feet from the slip of the wharf to the shed was built to facilitate the trucking of freight, and a new layer of gravel laid on the whole approach. The work was done by day labour.

## ST. MICHEL DE BELLECHASSE

The old wooden flooring was removed from 280 lineal feet of the wharf. This section was then filled with ballast stone and surfaced with a 1-foot layer of gravel. A concrete walk was built along the east side of the wharf.

## ST. OMER

A protection work was built along the highway to stop erosion due to action of the sea. It is a round timber open-faced cribwork structure 150 feet long, 6 feet wide and 5 feet high, filled with stone ballast and located some few hundred feet west from the wharf. Another protection 700 feet long by 5 feet high was built to prevent the flooding, during extreme high spring tides, of the public road in the vicinity of the mouth of the river Nouvelle. The work is composed of piles driven every 6 feet bonded together and sheathed with 6-inch cedar planks, the whole being backfilled with gravel.

## ST. OURS

The ice breaker and high level wharf were almost completely rebuilt, and the flooring of the low level wharf and freight shed repaired. The work was done by day labour.

## STE. PÉTRONILLE, I.O.

The work done consisted in building 200 cubic yards of cribwork at the head of the movable slip, constructing a steel floating pontoon, excavating the crib at the site of the pontoon, placing 5,000 feet b.m. of 3-inch sheathing, purchasing and placing two 5-ton spur-gear blocks, and renewing the oak fenders. The work was done by day labour.

## ST. ROCH DES AULNAIES

The repairs made to the wharf comprised the renewal of approximately 15,800 feet b.m. of timber and 5,000 feet b.m. of 3-inch flooring.

## ST. SIMÉON DE BONAVENTURE

A small landing pier 60 feet long, 12 feet wide and 9 feet high was constructed of open face round timber cribwork ballasted with stone. An extension 66 feet long, 22 feet wide and 15 feet high was built to the breakwater located on Little Bonaventure Island. It was constructed of open face round timber cribwork, ballasted with stone, sheathed and covered with deals.

An extension 30 feet long, 15 feet wide and 12½ feet high was added to the landing pier in front of Henry's Beach. It was built of round timber open face cribwork filled with stone. Fenders were placed on each side of the projecting ends of the cross-ties to reinforce the structure.

## ST. SULPICE VILLAGE

A wharf consisting of a closely driven pile structure filled with stone was built, and anchored to piles driven at the back. It is 26 feet 3 inches long, 18 feet wide on the upstream side, 19½ feet on the downstream side, and 17 feet high with 10 feet of water at low water level. Earth filling was placed at the back of the headblock to connect the wharf to the roadway leading to the public road. The work was done by day labour.

## ST. ULRIC (RIVIÈRE BLANCHE)

General repairs were made to the approach and timber in the superstructure and sheathing of the wharf.

## STE. VICTOIRE

The old crib headblock was demolished to low water level and rebuilt. The high level wharf was reconstructed on a length of 14 feet, and the balance to the level of the lower wharf, to give better accommodation during the summer. The low water wharf or pile structure was provided with new flooring and part of the stringers were renewed. The riprap underneath the freight shed was repaired and cemented, and a platform built from the slip of the wharf to the shed to facilitate the trucking of freight. The work was done by day labour.

## SEPT ILES

The repairs made to the wharf consisted in renewing 4,675 square feet of 3-inch flooring on the inner end of the structure. The whole coping was also renewed and painted, and a concrete approach built.



## SOREL

*High Level Wharf.*—A contract was awarded for the reconstruction of part of the high level wharf. A concrete wall, 278.5 feet long, 15.5 feet high, 2½ feet thick at the top and 8 feet thick at the bottom, was built on the front face of the wharf. Seven concrete anchor blocks were constructed to which the front wall was anchored. A concrete flooring, 12 inches thick and 12 feet 10 inches wide, was laid along the inside, and two landing slips with concrete walls on the sides were constructed on the front of the wharf.

*Protection Works.*—Land slides attending the dredging of the Lanctot Basin, undermined the existing crib, necessitating its reconstruction. The crib was demolished, new piles were driven, and a crib similar to the previous one was built at the back of the row of piles. The new crib was bolted to the new piles and also anchored to the old ones, which were left in place to prevent further land sliding. Two extensions to these crib protection works were constructed along the west shore of the basin. This crib is now 691½ feet long, 7 feet wide and 5 to 6 feet high.

## TADOUSSAC (ANSE À L'EAU)

The movable slip of the wharf was reinforced, and the 3-inch decking and some stringers were renewed. Part of the wooden trestle approach was renewed and part replaced by a stone and earth embankment.

## TADOUSSAC (ANSE TADOUSSAC)

The site for the cribwork extension was blasted and the rock bottom removed to the required depth. An open face cribwork pier 40 by 40 feet, 17 feet high on the rear face and 24 feet high on the front, was built of 11-inch round timber. The faces were doubled and some stone filling placed. The work was done by contract. Some of the cribwork of the approach was repaired by day labour and part of the sidewalk renewed. The right of way was regraded with stone and gravel, and four fenders were renewed on the front face of the headblock.

## TROIS LACS

Four tiers of cribwork on a length of 100 feet of the wharf approach and two tiers on the headblock were renewed. This cribwork was filled with stone and surfaced with gravel. Approximately 2,000 feet b.m. of 3-inch sheathing was renewed and repairs were made to the earth approach.

## TROIS RIVIÈRES

A contract was awarded for the construction of a steel freight shed on the Bureau wharf. The excavation was made for the foundation walls 406.5 feet long, 61.5 feet wide and 7 feet high. These walls are 5 feet wide at the base and 1.5 feet at the top. The space enclosed was filled with sand from the ground level to within 1 foot of the top. An 8-inch reinforced concrete floor was laid on a 4-inch layer of crushed stone and upon this a shed 405 feet long, 60 feet wide and 15 feet high was erected. It was roofed and sheathed with galvanized iron sheets, provided with eighteen 10- by 10-foot sliding doors and lighted by electricity.

## VALLEYFIELD

The wharf was completely rebuilt in concrete by contract. A reinforced concrete wall was erected all along the front, and along the downstream and upstream faces of the wharf. Two slips were constructed, and seven mooring

posts and four mooring rings placed. A 6-inch concrete flooring  $13\frac{1}{2}$  feet wide was laid on the whole length of the wharf. The pilework skirting the front of the wharf was done by day labour.

#### VARENNES

Part of the front wall of the wharf running from the slip to the downstream end was in danger of falling into the water. To prevent this, and to reinforce the whole structure, fourteen piles, 12 by 12 inches and 35 feet long, were driven on the front face of the wharf, and four similar piles on the downstream face. These piles were driven about 5 feet apart, and anchored to the concrete wall of the wharf. Two rows of braces, also 12 by 12 inches, were placed between the piles to act as fenders. The front concrete wall and the downstream wall were anchored with 2-inch anchoring rods to a concrete anchoring wall built back some 30 feet. The concrete of all the walls and flooring was also repaired. The work was done by day labour.

#### VERCHÈRES

The main headblock and the whole approach of the wharf were covered with a reinforced concrete flooring 6 inches thick. The work was done by day labour.

#### VILLE MARIE

The repairs to the wharf consisted in renewing 25,000 feet b.m. of 4-inch flooring along the approach and landing head, and replacing seventy-five stringers 10 by 10 inches by 16 feet and twelve pieces 10 by 12 inches by 16 feet. The 24- by 24-foot waiting room was given two coats of paint.

#### WOODMAN'S BEACH

An extension 50 feet long by 12 feet wide with a mean height of 11 feet was added to the existing breakwater. The breastwork protecting the foot of the hill approach to the wharf was repaired, and the approach graded.

#### GENERALLY

Repairs were made to the following works:—

Amherst harbour, protection works; Amos, wharf; Ayer's Cliff, wharf; Aylmer, wharf; Barachois de Malbaie, wharf; Beauport, wharf; Bellerive, Hurteau wharf; Berthier (en bas), wharf; Bryant's Landing, wharf; Cabano, wharf; Cacouna East, wharf approach; Calumet-Bryson, bridge; Cap à l'Aigle, wharf; Cap Chat, wharf and beach; Cape Cove, wharf; Carleton, protection works; Champlain, wharf shed; Chicoutimi, wharf; Choisy (Graham's), wharf; Coteau Landing, approach; Deschailions, wharf, shed and roadway; Des Joachims, bridges; East Templeton, wharf; Fauvel, wharf; Fox River, wharf; Gascons (Anse à l'Ours), cribwork; Georgeville, wharf and approach; Grand Méchins, wharf; Hamilton Cove (Port Neuf), wharf; Hopetown, beach approach; Hopetown (Allen's Beach), beach approach; Hopetown (Millar and Mann's), protection works; Hudson, wharf; Ile aux Coudres, wharf; Ile Perrot Nord, right of way; Ile Verte (River Gérard), breastworks; Lac Mégantic, wharf; Lanoraie, wharf; L'Anse à Valteau, breakwater; Lévis, wharf; Louiseville, wharf shed; Magog, wharf; Maria (Glenburnie River), jetty; Masson, wharf; Matapédia (Interprovincial highway), roadway; Mille Vaches, wharf; Montebello, wharf; New Carlisle West, breakwater; North Timiskaming, bridge; North Timiskaming, wharf; Norway Bay, wharf; Notre Dame des Sept Douleurs, wharves; Noyan (Lacolle), wharf; Paspebiac, wharf; Paspebiac East, roadway approach; Perkins' Landing, wharf; Pierreville, wharf shed; Pointe Basse M.I., wharf; Pointe Bourque (Carleton), protection works and roadway; Pointe Pizeau,



wharf; Portage du Fort, bridges; Port Daniel West, roadway; Quinze, dam; Rigaud, wharf sheds; River Caplan, breakwater; Rivière aux Vases, wharf; Rivière des Vases, wharf; St. Andrews, wharf sheds; Ste. Anne de Beaupré, wharf; Ste. Anne de Bellevue, wharf; Ste. Anne de Sorel, wharf; St. Antoine wharf approach; St. Bathélemi (Grand Nord), wharf; St. Charles de Caplan (Côté Robichaud), roadway; St. Charles de Caplan (Poirier's Beach), crib-work protection; St. Charles de Caplan (Ruisseau Warth), roadway; St. Charles de Caplan, wharf and roadway; St. Denis, wharf; St. François du Lac, wharf shed; St. Georges de Malbaie (Ruisseau Plat, Grande Anse), roadway; St. Godfroy, wharf; St. Godfroy (Rivière Nouvelle), breakwater; St. Hilaire, wharf; St. Ignace de Loyola Sud, protection works; St. Luce, wharf; St. Mathias, wharf approach; St. Méthode, wharf; St. Nicholas, wharf; St. Paul (Ile au Noix), wharf approach; St. Roch de Richelieu, wharf; St. Siméon, wharf; St. Zotique, approach; Shigawake, wharf; Squatteck, wharf; Thurso, wharf; Trois Pistoles, breakwater; Woburn, wharf.

## ONTARIO

### BLIND RIVER

A freight shed, 30 by 60 feet, of square timber framework, was constructed on the wharf by day labour. The sides are built of drop pine siding and the roof of 1-inch dressed pine sheeting covered with three-ply standard ready roofing. Two freight doors were placed on the south side, and an office and waiting room, 10 by 15 feet, built in one corner. An electric lighting system was installed and the whole building painted.

### BRONTE

The reconstruction of a section of the north pier involved the renewal of two courses of face timbers on each side of the pier, together with the stringers and decking on a length of 572 feet and on a width varying from 16 to 24 feet. The work commenced at a point measured 330 feet westerly from the east end of the pier, and extended westerly for 572 feet.

### BURLINGTON CHANNEL

*South Pier.*—The work of reconstructing 190 lineal feet of the pier was carried out under contract. The existing wooden superstructure was removed, and a concrete one,  $21\frac{1}{2}$  feet wide and 190 feet long, was constructed. The work commenced 114 feet measured easterly from the bay end of the south pier, and extended easterly for a length of 190 feet.

*North Pier.*—The work of repairing the damaged section consisted in removing the old sheet piling and stone filling which had fallen into the channel, driving a new section of sheet piling for a length of 60 feet, together with the placing and anchoring in position of walings. This work was done by contract and commenced 450 feet from the lake end of the north pier and extended westerly for a length of 60 feet.

### CHATHAM (MCGREGOR'S CREEK)

*Repairs to Sheet Pile Wall.*—The old wall for a length of 20 feet adjacent to the 5th street bridge was repaired by day labour. Additional work was done at the foot bridge where the wall was repaired for a distance of 44 feet upstream from the bridge.

*Renewal of Sheet Pile Wall.*—The old wall at the general hospital failed for a length of 100 feet through undermining, and was reconstructed by day labour. The wall opposite the Taylor Elevator Company's property was renewed for

101 feet 10 inches. A 10-foot return or wing wall was driven at the upstream end, and the downstream or 29-foot section of the existing wall replaced. The work was done by contract.

#### CHUTE À BLONDEAU

The work done in rebuilding the old wharf consisted in making the necessary excavation; placing 116 cubic yards of concrete in crib members; installing the slip, wheelguards, icebreaker, two mooring bollards and 1,965 feet b.m. of waling and fenders; and placing 18 cubic yards of crushed stone under the ice breaker slab and 120 cubic yards of extra stone filling. The work is being done by contract.

#### COBOURG

The existing wooden superstructure of the east pier, 127 feet 5 inches long by 33 feet wide, was removed for a total depth of 8 feet and reconstructed in concrete. The work commenced at a point measured 425 feet north of the outer end of the east pier, and extended northerly for its full length. The work was done by contract.

#### COLLINGWOOD

A contract was awarded for the reconstruction, in concrete, of 580 lineal feet of the northwest breakwater. The reconstructed work extends westerly from the eastern end of the breakwater and has a maximum width of 21 feet 9 inches with a width on top of 17 feet and a maximum height of 12 feet 9 inches.

#### CUMBERLAND

The work done by contract consisted in demolishing the old cribwork landing head, approach and low level shed; erecting on the old cribwork substructure an open face concrete cribwork landing head, 90 feet long and 30 feet wide, with high and low level landings; building an open face concrete crib 20 feet long, 18 feet wide and 13 feet 6 inches high, and a span 9 feet long on the upstream side and 12 feet long on the downstream side, by 18 feet wide; putting in a 6-inch floor system and a 12- by 12-inch wheelguard; erecting a pipe railing on the approach; and repairing and moving the existing freight shed.

#### DESERONTO

An open face cribwork, 8 feet wide and 5 feet high, was built on the old substructure from the southeast corner of the landing head along the east side of the wharf for a length of 106 feet. The backfilling was levelled up with stone to permit vehicles to turn, and a freight shed, 12 by 16 feet, built of corrugated iron.

#### GODERICH

The following work was performed by day labour:—

*South Pier.*—The superstructure was rebuilt in concrete for a length of 300 feet, and the substructure cribs were reinforced by bearing piles along the front face and anchor piles at the rear of the structure. Six mooring posts with enlarged concrete foundations were placed, and general repairs made to the decking and stringers.

*North Pier.*—One mooring post was rebuilt with enlarged concrete base.

*West Side of Harbour.*—Twenty-seven mooring piles 30 feet long were driven for the use of the winter grain fleet.

*Northwest Breakwater.*—Twenty-eight cubic yards of concrete was placed in the hole at the water line.



*River Breakwater.*—Backfilling to the extent of 600 cubic yards was placed in the rear of the part rebuilt in 1924.

*Tunnel.*—The bottom was repaired and lowered.

*Town Dock.*—Part of the oak waling was renewed.

The following work was performed under contract:—

*River Breakwater.*—The superstructure for a length of 950 feet was reconstructed in reinforced concrete.

*Mooring Wharf.*—A mooring wharf 200 feet long, 24 feet wide and 28 feet deep, was constructed of cribwork.

*South Pier.*—General repairs and renewals were made to the electric lighting.

#### GRAND BEND

The main pier on the north side of the harbour, for 160 lineal feet from the easterly end, was redecked, and the face timbers on the southeast corner were renewed. The retaining wall for 80 feet east of the main pier was repaired with planking and 10- by 12-inch timber. The sheet piles on the south pier were rebolted and two cords of ballast was placed in the pier.

#### HONEY HARBOUR

The work done under contract comprised the building of a solid cribwork wharf, 105 by 40 feet, with an "L" end, 80 by 20 feet, extending southwesterly. Two small cribs, each 5 feet square and 7 feet high, were built as channel guides, and sunk in place with a deck load of stone. This work was done by day labour.

#### KENORA

In order to improve small boat navigation Laurenson's Creek was cleared to a minimum depth of 4 feet below elevation 1058.5 from the Lake of the Woods to Wilson's boathouse, a distance of three-quarters of a mile. Blasting was required in one section. Previous to the above work the town of Kenora lowered its two water pipes crossing the creek near its mouth.

#### KINCARDINE

A contract was awarded to rebuild a portion of the east and river revetment walls in the inner harbour, for a length of 362 feet, and to reconstruct 240 feet of the south pier. The work done consisted in rebuilding the revetment walls in the inner harbour for their required length and reconstructing the substructure, some 240 lineal feet of the south pier being practically completed. The superstructure of this part of the work is yet to be done. General repairs were made by day labour to the decking and stringers of the north pier.

#### KINGSTON

A concrete wall, 105 feet long and 4 feet high, was built at the R.M.C. grounds north of LaSalle causeway to complete the improvement undertaken in 1922, to prevent corrosion along the bank. Some 50 cubic yards of backfilling was placed back of the wall, and levelled off to bring the ground to a uniform level. The timber crib pier measuring 145 feet long by 12 feet wide, located immediately south of the boathouse, was demolished to low water line and rebuilt 5 feet above low water level.

#### KINGSVILLE

The following repairs and renewals to the piers were made by day labour:—

*West Pier.*—The walk from the shore was widened 5 feet upon a length of 760 feet, and the one on the outer leg of the pier repaired. The super-

structure of the outer "L", 15 by 34 feet, was reconstructed with creosoted Norway pine, and five creosoted mooring posts, 14 by 14 inches by 9 feet, were placed.

*East Pier.*—The decayed face timbers were renewed along the west side of the pier for a length of 820 feet. The sheet piles around the south and east faces of the outer end cribwork were cut off and capped. The decking in front of the warehouse, and for 54 feet south, and 126 feet north, was cross-planked with 2-inch creosoted hardwood. From the north end of this cross-planking to the shore, 244 feet of new decking was laid and defective stringers and caps were renewed. Part of the warehouse was refloored, the stringers were renewed where necessary, and 150 feet of 10- by 12-inch new creosoted waling was placed on the outer face of the pier fronting the warehouse. The sheathing was repaired in two places along the east face of this pier.

#### L'ORIGINAL

A contract was awarded to construct a protection for 4,000 lineal feet of the bank. The work done consisted in planting white willow cuttings along the eroded bank, and placing long willow poles at different points. The cuttings, which comprise all sizes up to about 3 inches in diameter and 3 to 4 feet long, were planted some 2 feet in the ground,  $1\frac{1}{2}$  to 3 feet apart. The poles, 20 to 30 feet long, 3 to 6 inches in diameter, were laid in small trenches, on a slope of about 1 to 1, at places where the bank is most exposed to slides.

#### MEAFORD

The superstructure of the east breakwater was reconstructed in timber, covering a length of 587 feet, 302 feet of which was 25 feet wide, and 285 feet 20 feet wide. The work was done by contract.

#### MIDLAND

A contract was awarded for the construction of a pilework and concrete wharf, covering a length of 360 feet with a width of 65 feet. The work done comprised the driving in position of sixteen main steel guide piles, 194 round anchor piles and 120 sheet piles. A portion of the old wharf superstructure, 100 by 40 feet, was renewed and partially filled in. The sewer connection through the wharf was removed but not replaced with new work. The work is not yet completed.

#### NEW LISKEARD

A portion of the wharf approach, and also the floor back of the warehouse, was torn down and new pile caps, stringers and new flooring were placed. The front of the landing head was also repaired by replacing the fenders and part of the waling. In the work 40,000 feet b.m. of dimension timber was used.

#### OSHAWA

*Breakwater.*—The contract was completed. The work done consisted in constructing and placing in position 26,931 square feet of mattresses and building up on the mattress foundation the rubble mound breakwater having a length of 500 feet and varying in width at the base from 30 feet to 56 feet 3 inches with a width on top of 10 feet. The amount of rubble stone placed in position was 11,134 tons.

*Wharf.*—A contract was awarded for the following work: reconstructing approximately 700 lineal feet of the existing wharf; driving 166 lineal feet of 8- by 10-inch close sheet piling on the channel side of the pier and 315 lineal feet of 10- by 10-inch sheet pile retaining wall; and constructing 300 lineal feet of harbour wall, composed of pile and timber bent, steel pile and tongued



and grooved close pile substructure well anchored back, together with a concrete superstructure. The contractors have driven all the close piling and the anchor piles, placed anchor rods in position, constructed the walings and laid the decking on the structure. Approximately one-half of the contract is completed.

#### OWEN SOUND

*Slipway.*—The slipway in front of the Dominion Transportation Company's building was lowered, the work being done under agreement.

*Harbour Wall.*—The work of constructing the sheet pile harbour wall under contract involved the driving of two sections of tongued and grooved 12- by 12-inch sheet piling adjacent to the new elevator wharf. One section, 80 feet long, extends southwesterly from and in line with the wharf. The other section, 200 feet long, extends northeasterly. Seven clusters of six piles each, and two of four piles each, were driven in position to protect the pilework wall.

*Sewer Connection.*—A short extension of sewer, approximately 18 feet long, was made from the back to the front of the wall.

#### PELEE ISLAND

*West Wharf Extension.*—As described in last year's report, the timber crib, which was to form the substructure of the extension, was taken across to the west pier and sunk in place. The work of ballasting and the placing of the superstructure were then proceeded with and completed by contract.

*West Wharf Repairs.*—The repairs done by day labour consisted in renewing the face timbers at the westerly end on the south side of the wharf, for a distance of about 50 feet, including certain repairs to the adjacent decking over an area of about 1,600 square feet. The curb on the shore approach was also repaired, and 240 lineal feet of 6- by 10-inch curb placed on the outer end of the wharf. The north side of the roof of the warehouse was shingled on an area of 640 square feet.

*North Wharf Repairs.*—The decking between the warehouse and the west side of the wharf, and on a small area north of the warehouse, was renewed. Five mooring posts were renewed, as well as the curb and top face timbers for a length of 30 feet on each side of the approach, at a point about 100 feet south of the warehouse. The work was done by day labour.

#### PEMBROKE

The contract work was completed and comprised the dredging of 77,727 cubic yards, place measurement, of class B material, in the harbour basin and on Cockburn's water lot; erecting a 3-inch pipe railing on the wharf; completing the concrete work in the slips and on the road; depositing calcium chloride over the road-metal; rebuilding and painting the warehouse; and completing the riprap walls.

#### PETAWAWA

The repairs made to the wharf consisted in renewing 9,600 feet b.m. of flooring; replacing fifty-six stringers, thirty-three braces and 72 lineal feet of wheelguard; splicing fifteen piles; replacing the 41-foot truss bridge by a three-pile bent and two spans, 20 feet wide; and making minor repairs to the freight shed.

#### PIKE CREEK

The wharf structure on the south end of the east side, 100 feet long, was rebuilt up from the water level. Four anchor piles in the sheet pile wharf were

replaced with double piles at the wall. On the east side, several new piles were driven, several cut off and new wales placed where required. The work was done by day labour.

#### PORT ARTHUR

*Rubble Mound Extension, Main Harbour (North).*—The contract work was resumed in May, rock being loaded into dump scows by means of a dipper dredge, towed to the site of the work, and deposited in position. The length of haul varied from 20 to 25 miles. In addition, a very powerful derrick scow, the *Leland*, operated since June, at the site of the work, clamming above water the material deposited by the dump scows, in preparation for the covering course of large rock.

When the work closed down for the season, in December, 1,200 lineal feet of rubble mound core had been made ready for the covering course, and the remaining 800 feet had been brought to within 10 feet of the water level.

#### PORT BURWELL

*West Pier.*—The outer end or headblock was rebuilt above the water level with creosoted Norway pine, and two creosoted mooring posts were placed in the new headblock. Just north of this block the pier was repaired with face timbers on each side, eight new cross-ties, stringers and 3-inch decking. A new cap and two new mooring posts were also placed in this section. At the outer end of the inner west pier a section 60 feet long was rebuilt in part, with two new face timbers, cross-ties and decking. The work was done by day labour.

*East Pier.*—The remainder of the contract for the reconstruction of a part of the inner end of the pier or 270.6 lineal feet was completed. It is a concrete superstructure 24 feet wide on top, built on stone-filled pilework. The rebuilding of this pier along similar lines was continued eastward under another contract, and a further length of 771.9 feet completed.

A length of 120 feet of 6- by 10-inch white oak waling was placed on the revetment wall immediately north of the car ferry slip. A temporary pile wall was driven to the east of the excavated part of the pier, where a gap was liable to form from the lake into the entrance channel. The above work was performed by day labour.

#### PORT COLBORNE

The work of repairing the western breakwater was completed under contract, and consisted in reconstructing in concrete a length of 73 feet of the front face.

#### PORT MAITLAND

The work done by contract was as follows:—

*West Pier.*—The work done included the completion of the concrete top slab and part of the concrete along the front face on the outside of the sheet steel piles. The total length of this work, as completed, is 263 feet.

*East Pier.*—The side walls were rebuilt in concrete on the shore arm of the old pier for a total length of 566 feet 4 inches. The deck slab over this part was completed, with the exception of 56 feet 9 inches at the outer end. Nine concrete cribs in the outer arm, 73 feet 4 inches long and 24 feet wide, were ballasted in place, and the superstructure, with the exception of the floor slab, was placed on the inner six of these cribs. The dredging of the old crib and crib seats was completed, except for a portion of about 150 feet of the outer end of the old crib, and a small part of the area between this section of the old crib and the new structure. The quantity dredged during the past year was 44,128 cubic yards.



## PORT STANLEY

*Repairs to Harbour Works.*—The work performed by day labour consisted in rebuilding the sheet pile wall on the west side of the harbour, south of the highway bridge, for a length of about 100 feet, except a small amount of back-filling still to be replaced. The old sheeting and round piles were pulled, and a new sheet pile wall was driven, including the placing of new wales and some anchor bolts. The pile driver scow built by the department was completed. A sixteen-pile cluster at the southeast corner of the west pier, four four-pile clusters at intervals of 50 feet along the face of the west pier, and a four-pile cluster at the southwest corner of the west pier were driven. Repairs were made to groyne No. 4.

*Harbour Improvements.*—About 400 lineal feet of the rubble mound breakwater was completed, and a considerable quantity of stone and rubble dumped to form the core of the remaining 200 feet of the breakwater and one of the 50-foot long checkwaters. About 500 lineal feet of the west pier near its outer end was strengthened by means of anchor rods, every 10 feet, secured to anchor piles driven at a distance of 30 feet in the rear of the pier, and including a new lower wale of 10-inch steel channel for a length of 440 feet of the reinforced section. The work was done under contract.

## PROVIDENCE BAY

The work performed by day labour involved the stripping of the old deck and rotten timbers from the outer 300 feet of the wharf, and relaying with new timbers and plank. A new plank runway, 4 feet wide by 247 feet long, was laid along the easterly side of the inner portion to facilitate the trucking of merchandise from the freight shed to the outer portion of the wharf.

## RAINY RIVER

The timber superstructure on the wharf was renewed upon its whole length, except on 36 lineal feet of the shore end where a stone fill was made 16 feet wide topped with 1 foot of gravel. A special landing was constructed at the southeast corner, for the ferry.

## RONDEAU

*West Pier.*—Part of the outer "L", about 15 by 100 feet, was redecked. Two short sections of the superstructure were reconstructed, one being 60 feet long to the south of the concrete revetment wall, and the other about 60 feet long just south of the highway approach to the pier. Thirty-five piles were driven in front of this pier.

*East Pier.*—A timber guard pier, 150 feet long and 8 feet wide, was built to the east of the timber revetment wall fronting the lighthouse property, in order to protect the harbour bar from erosion. The crib was stone-filled and a scow for this work was repaired. The work was done by day labour.

## SAUGEEEN RIVER

A contract was awarded to repair the harbour works on the south side of the river at Southampton. The work consisted in building a stone-filled cribwork landing 100 feet long by 18 feet wide and 14 feet high, protected across the front above low water level with a concrete wall 4 feet high, 3 feet wide at the base and 20 inches at the top. The space in the rear of the landing block, which was dredged to allow the placing of the crib, was backfilled with earth and stone. A landing slip 8 feet long and 18 inches deep at the face, with reinforced concrete floor slab, was built in the front face 22 feet from the lower end. The dredging of the crib seat of the structure was done by private agreement.

## SAULT STE. MARIE

The roadway approach was regraded and repaired over a length of 700 feet, and a heavy coat of road oil applied. The leaky corrugated iron roof was removed from the whole of the freight shed, and replaced by 1-inch dressed sheeting covered with standard ready roofing. A number of waling timbers were renewed on the face of the wharf and some minor repairs made to the walls and ceiling of one of the wharfinger's office rooms. The work was done by day labour.

## SOUTHAMPTON

The outer west side of the west breakwater was repaired by placing new decking, stringers, cross-ties and a row of face timbers for a total length of 700 feet and for one-half the width of the structure. The inner or east side of the structure was similarly repaired for a length of 500 feet upon one-half of the total width, and averaged seven face timbers from the water line up. The white oak waling, for 200 lineal feet, was renewed along the north face of the Commercial wharf. The work was performed by day labour.

## STOKES BAY

New stringers, corbels and decking were placed throughout the whole length of the timber section of the pier and the defective face timbers and cross-ties renewed. A slip 4 feet wide with four steps was built in the pierhead. The work was performed by day labour.

## ST. WILLIAMS

The 3-inch decking and the 8- by 12-inch stringers over a section of the pier 280 by 8 feet were renewed by day labour, and 6- by 12-inch sheet piling was driven around three sides of the 28-foot wide section.

## THORNBURY

The work done comprised the renewal of the decking and stringers over the west entrance pier covering a length of 425 feet, and varying in width from 15 to 30 feet.

## TORONTO

*Western Section.*—The work on section "P" consisted in removing the concrete superstructure from the west return crib and, for a distance of 40 feet on the main cribs, taking out the stone filling from these cribs, tearing out the damaged timber work, rebuilding the cribwork to its original elevation and replacing the concrete superstructure. In dismantling this portion of the work it was possible to salvage economically five "A" blocks and all the stone filling, the timber and other concrete blocks removed being so damaged as to be of no use. Progress on this portion of the work was necessarily slow as all measuring and fitting of timber work had to be done under water. The repairs to this section were completed in July. The superstructure on sections X, Y, Z, Z1 and Z2, a total length of 2,350 feet, was completed. This comprised lining the concrete blocks placed during the previous season, putting in the stringer and stone filling between blocks, and placing mass concrete. After that certain minor work was done, such as placing the life chain, repairing the part previously damaged by ice, finishing the concrete and making other repairs.

A 60-foot crib placed on sand between sections I and J was sunk in August, and between sections R and S a 130-foot crib placed on rock was sunk in September. The flooring was placed, and work on the concrete superstructure commenced. This involved the placing and lining of blocks, and the putting in of rock fill and mass concrete. The concreting, removing forms, rubbing down concrete and placing life chain were completed in October.



## TRENTON

An Order in Council was passed on September 1, 1925, granting authority to purchase from the municipality of Trenton, for the sum of \$13,100, the wharf property at that place, known as the Bywater property, and located at the mouth of the Trent river, or the south end of the Trent Valley canal.

## WENDOVER

The old pile work landing head of the wharf was demolished and replaced with an "L" shaped cribwork landing head, the low level landing being 36 by 72 feet long, formed by two cribs, 12 by 72 feet, connected by a 12-foot platform. The high level landing consists of three cribs, 12 feet wide with a platform 7 feet 4 inches long, joining the approach to the landing head, and between the cribs three platforms, 7 feet 6 inches, 10 feet 8 inches and 11 feet 6 inches, the last platform joining the old high level landing crib to the new work. The old freight shed was demolished and rebuilt with the same material, and a cattle pen constructed on the low level landing. The ice breaker crib was repaired, and a new flooring laid. These cribs were built of round timber, sheathed with 3-inch planking and ballasted. A 6- by 9-inch wheelguard was placed around the wharf. A slip 18 feet wide by 42 feet 8 inches long joins the high and low level landings. Four new fenders and a two line waling were placed on the low level landing face, and a new flooring was laid. All the timbers in the crib are shackled to each other and to the cribwork by means of one-quarter by 2-inch iron straps spiked to the different pieces.

## WHEATLEY

The decking throughout the whole structure was repaired. At the south-east corner sixteen sheet piles 6- by 12-inches by 30 feet were driven. On the crib extending westerly from this corner, the inner face timbers for about 4 feet in height, and the top timber or curb on the south side, were renewed. Ballast amounting to four cords was placed in this crib.

## WINDSOR

The warehouse extending in the rear of the wharf was underpinned with concrete pedestals. The old timber piles formerly supporting the warehouse were cut off and twenty-one concrete pedestals, 12 inches thick and 7 feet long, were built from the water level up to the concrete beams supporting it. The centre bearing pile under each beam was also cut down and replaced with concrete pedestals 14 inches square. A concrete mooring post was built in the rear of the wharf at a point 50 feet west of the warehouse, and the foundation under the boathouse was repaired. The walls of the warehouse were stuccoed, and the office end, consisting of two panels along the front and rear faces of the warehouse, and along the end of the warehouse, were brick cased. The work was done by day labour.

## GENERALLY

Repairs were made to the following works:—

Barrie, wharf; Bayfield, pier; Beaumaris, wharf; Beaverton, wharf; Belle River, breakwater; Belleville, wharf; Big Bay Point, wharf; Bruce Mines, wharf; Cape Croker, pier; Cockburn Island, wharf shed; French River, dams; Hamilton, revetment wall; Hilton Beach, wharf; Huntsville, wharf; Jackson's Point, wharf; Jeannette's Creek, wharf; Keewatin, wharf; Kensington Point, wharf; Lansdowne, wharf; La Passe, wharf; Leamington, pier; Lefavre, wharf; Lion's Head, breakwater-wharf; Little Current, wharf; L'Orignal, wharf; Magnetawan, wharf; Michipicoten river, wharf; Minaki, wharf; Morpeth, pier; Parry Sound, wharf; Penetanguishene, lighthouse wharf; Port Bruce, piers; Port Dover,

pier; Port Findlay, wharf; Port Rowan, pier; Roache's Point, wharf; Sand Point, wharf; Shanty Bay, wharf; Shrewsbury, pier; Thames River, lighthouse wharf; Thessalon, wharf; Tobermory, booms; Treadwell, wharf; Waubauskene, wharf; Whitby, wharf and roadway.

## MANITOBA

### DAUPHIN BEACH

A contract was awarded to reconstruct the wharf. This reconstruction consisted in removing and salvaging the remains of the present wharf, constructing a cribwork "L" or pier, 60 feet long and 12 feet wide on top, with a 1 to 1 slope on the seaward side and end, adding 2 feet to the height of the stone approach, and straightening the pilework approach. The work was not completed at the end of the year.

### DELTA

In June a severe storm caused heavy scour at both ends of the dam, destroyed 50 feet of the bridge and dam, and 40 feet of the single sheet pile wall, and seriously damaged the east and west breastworks. A contract was awarded for the reconstruction of the above work. The work performed comprised the construction of a main round and sheet pile cut-off wall or dam 660 feet long, a west wing wall of round and sheet piling 370 feet long, an east wing wall 190 feet long, eight groynes of a total length of 260 feet, and an extension of 180 feet to the existing bridge and dam at its easterly end. The wing walls were backed by rock on a 1 to 1 slope and had a toe of rock on the lake side 3 feet high on the same slope. The main wall was faced with rock on a 2 to 1 slope, the easterly 510 feet between the wing walls resting on a brush mattress. This wall was backed by rock on a slope of 1 to 1 with a berm of 3 feet at the top, and resting on a brush mattress between bents Nos. 60 and 104.

### GIMLI

The jetty as constructed consists of a stone and earth fill, 180 feet long and 10 feet wide on top, with side slopes of approximately 1 to 1, and surfaced with small stone and gravel; a cribwork approach, 290 feet long and 12 feet wide, constructed of round peeled spruce logs averaging 10 inches in diameter; and a pierhead, 18 feet wide on top, with a 1 to 1 slope on the outside, built of 15- and 10-inch round spruce logs. Round poplar ballast poles were used, and the cribs were filled solid with heavy field stone ballast. On the harbour side a 6-foot runway of 3-inch plank was placed on top of the cribs. The outer pierhead is somewhat "L" shaped, protecting the harbour from the general sweep of southeasterly storms.

### NETLEY CUT (RED RIVER)

The construction of a sheet pile wall, backed by a hydraulic fill, to close the cut, was undertaken. This wall is 162 feet long and averages 6 feet above low water. It is located on the river side of the old sunken barge used as a roadway. Owing to the ice conditions it was impossible for the hydraulic dredge to fill after the completion of the dam.

### RED RIVER

The construction of a pile and sheet pile extension to the inner end of the west jetty was undertaken to connect the existing jetty to the wharf situated upstream or southeast of the lighthouse. A pile and sheet pile wall 496 feet long was constructed with the front round piles at 4-foot centres, tied back by cross wales to a second row of round piling at 8-foot centres, and an 8- by



12-inch longitudinal wale outside the sheet piling. This wall extended to the southwest corner of the wharf from the inner end of the west jetty, from which 40 feet of damaged wall had been removed. Beyond the wharf a pile and sheet pile wall, 50 feet long, was constructed as a continuation of the first wall, this extension consisting of a single row of round piles faced with sheet piling.

#### SNAKE ISLAND

A round log crib wharf 34 feet long by 10 feet wide was built, consisting of two bearing cribs 10 by 12 feet with a 10-foot gap, bridged and decked. The average height of the cribs was 9 feet. The wharf was provided with four mooring piles on its front face.

#### VICTORIA BEACH

A contract was awarded for the construction of an extension to the wharf, and the work was practically 80 per cent completed. This breakwater-wharf extension, when completed, will be 303 feet 6 inches long and 22 feet wide, comprising forty-five round pile bents of four piles each, sheathed on the lake and harbour side and across the outer end with 6-inch sheet piling, the whole filled to ordinary water level with rock, capped and decked.

#### GENERALLY

Repairs were made to the following works:—

Little Pembina River, bridge; St. Andrews, lock and dam.

#### SASKATCHEWAN

##### COWAN LAKE

In March, 1925, the owners of the dam in Cowan river at the outlet to Cowan lake agreed to transfer it to the Public Works Department, on condition that it be reconditioned and operated for the benefit of the general public using the Cowan river route. A new log wall was built on the north side with a new wing tie-wall upstream, the whole backfilled and tamped. The south wall was stayed by twisted wire ties to deadmen, and the navigation gate partly rehabilitated. A new fishway was constructed using the north sluice. Some new stringers and decking were placed, and work preliminary to widening the navigation sluice from 11 to 15 feet was undertaken. During the month of October 267 snags and deadheads were removed from Cowan lake.

#### ALBERTA

##### BLAIRMORE

The work of backfilling with logs, brush, gravel and earth, behind the protection walls built last year, was completed.

##### ELBOW RIVER

Two wing-walls, 500 feet and 700 feet long, of round piles, sheathed with 3-inch plank and backed with brush, rock and gravel, were constructed as a protection work against the river floods. The work was done by the Provincial Government, subject to inspection by this department. The portion of the total cost of \$10,139.61 assumed by the Dominion Government was \$3,600.

## LAC LA BICHE

The work consisted in constructing a round timber crib wharf, 138 feet long and 24 feet wide, with an "L" on the lake face, 47 feet long and 24 feet wide. Some 90 cubic yards of rock are required to complete the filling of the cribwork, and to construct a stone approach, as well as some 12,000 feet b.m. of lumber to complete the decking and guard rail.

## NORTHWEST TERRITORIES

## FORT RESOLUTION

A round timber crib, 125 feet long and 16 feet wide on top, was constructed, with a sloping face of 1 to 1 on the outer or west side. The crib was filled with rock ballast and decked with 3-inch plank. The sloping seaward face was sheathed with 3-inch plank. A rock-ripped approach 31 feet long was constructed at the inshore end of the crib. Owing to the lateness of the season it was impossible to complete the work.

## BRITISH COLUMBIA

## BLUBBER BAY (TEXADA ISLAND)

A wharf, 50 by 70 feet, was constructed with an approach 21 by 70 feet. An addition, 20 by 30 feet, forming part of the wharf, was also constructed, and upon this a shed, 18 by 28 feet, built. Piles, posts and squared bracing timber were of creosoted fir. Four long brace piles were used and keyed to the rock at the shore. On the site of the wharf 1,310 tons of rock fill were dumped. The work was done by contract.

## CAMPBELL RIVER

The old superstructure for a length of 20 feet was removed from the front of the wharf, and replaced with new timbers. In the reconstruction it was necessary to provide a heavier wharf face than is usual, owing to the strong currents and the consequent difficulty of making landings. At the front of the wharf new fender piles were placed, including three twelve-pile dolphins. The slip at the front of the wharf was decked over, and a new slip was built at the southeast end of the wharhead. The timbers were placed between the wharhead and approach, the pier supporting the outer king truss was repaired, and the hand rails and truss timbers were painted. The work was done by contract.

## CANOE PASS (FRASER RIVER)

Protection work to the south bank was carried on by the corporation of Delta, and 2,295 tons of rock were placed. This department contributed \$2,000 towards the total cost of this work which was \$4,017.60.

## CELISTA

The old wharf was dismantled, and a new one built on the same site. Some piling and timbers of the old structure were incorporated in the new one. The wharf 130 feet long and 32 feet wide is of pile bent. The timber superstructure is built on an incline of 1 in 12 to afford suitable landing elevation at any stage of water level. The work was done by day labour.

## CLAYOQUOT

A contract was awarded to repair the wharf. The work done consisted in replacing 1,492 lineal feet of untreated bearing piles with creosoted material,



and renewing 321 lineal feet of brace piles, 781 lineal feet of untreated bearing piles in the approach, 420 lineal feet of untreated fender piles and a portion of the superstructure. A new gangway, 4 by 34 feet, was built giving access to the float.

#### COLUMBIA RIVER (BELOW BURTON)

A rock mound submerged dam 471 feet long, starting from Cottonwood Point below Burton to the "Cottonwood Cut" steamer channel, was built, and three groynes were constructed, two of which are placed above the upper extremity, and one below the lower extremity of the main dam. All the groynes are laid on mats formed of fascines bound together, and are further supported in position by piles driven along and through the rock mounds. A point was also blasted off the outer or channel side of Deer Rock, 851 cubic yards being blown into deep water below the point. The work was done by contract.

#### COMOX

The untreated bearing piles at the back of the wharfhead, and at the outer end of the approach were replaced with 2,211 lineal feet of creosoted piles. At the northerly end of the wharf six untreated fender piles were driven, and repairs were made to the superstructure.

#### CRAWFORD BAY

A new float, 30 by 60 feet, was constructed with a storage shed thereon, 40 by 12 feet. Five mooring rings and six cable loops were placed along the shore line to provide moorage at any stage of lake level. This float replaced an old one which had become waterlogged and useless through age. The work was done by day labour.

#### DEER PARK

The whole superstructure of the wharf, 336 feet long by 32 feet wide, was removed, and eleven caps, 10 by 12 inches by 32 feet, of flatted tamarack, were renewed. From bents Nos. 6 to 28 all stringers were replaced with new ones, and the scarf was jointed and bolted through intersecting caps. All defective joists were renewed. At bents Nos. 23 to 27 inclusive, fifteen holding-down piles were driven. These were cut off below the deck plank and bolted to the caps and stringers of the superstructure. Three piles were added to the dolphin on the north side between bents Nos. 24 and 25. Sixteen old cavils were reset and bolted to the new superstructure. Iron holding-down straps secured the piles to the stringers between bents Nos. 11 to 27, inclusive. The work was done by day labour.

#### DENMAN ISLAND

A small concrete landing slip, 150 feet by 9 feet 8 inches, was constructed near the public wharf to provide a landing for automobiles. The work was done by day labour.

#### FALSE BAY (LASQUETI ISLAND)

A pile and timber wharf, 50 by 172 feet, was constructed with an approach, 14 by 188 feet. A freight shed, 16 by 20 feet, and a slip, 10 by 26 feet, was also built. The work was done by contract.

#### FRASER RIVER (NORTH ARM)

*Jetty Extension.*—The work, done by contract, consisted in extending a rock mound jetty 1,300 feet outward from the end of the bulkhead of the existing jetty, and placing 17,222 tons of quarry-run rock. A seven-pile dolphin of creosoted fir was driven on the centre line of the jetty, and 25 feet beyond the end of the extension.

## GIBSON'S LANDING

The repairs made to the wharf involved the driving of three creosoted fir fender piles and one bearing pile, placing cap, repairing the decking, and constructing a movable slipway. Subsequently, this slip was widened to ten feet by day labour.

## GOWER POINT

As the old float required renewal, a new float, 48 by 36 feet, was built by day labour. In addition to the main float a surge float, 10 by 10 feet, connected to the main float with a short chain, and to the anchor block with an anchor chain, was constructed to take the strain off the main float during rough weather.

## GRETA

The old wharf was demolished and a new one constructed on the site. The wharf is a pile bent structure having a level approach, 16 feet wide by 98 feet long, with a turn platform, 32 feet wide by 45 feet long. The elevation of the wharf throughout is 5 feet above low water level. A shelter shed, 16 by 20 feet, was provided. The work was done by day labour.

## HANEY (FRASER RIVER)

The new wharf was built by contract, about 82 feet east of the old wharf structure. In order to provide a wider and straighter approach than was possible with the original wharf, additional property was acquired.

## HOPE BAY (NANAIMO)

The slip was renewed and repairs were made to the wharfhead. A new float, 24 by 12 feet, was built, mooring piles were driven, and repairs made to the gangway. Subsequently, a new gangway was built, and general repairs were made to the wharf.

## KALEDEN

The old wharf was removed, and a new structure built on the site. The wharf is a pile bent structure consisting of an approach 16 feet wide by 154 feet long, with a turn platform, 42 by 56 feet. The approach and turn platform have a uniform slope of 1 in 52.8. On the outer face, an open shed, 14 feet wide by 40 feet long, is provided, built on a raised platform to facilitate shipment of fruit. The work was done by day labour.

## KILDONAN

A float, 56 by 14 feet, was built with a floating approach 160 by 6 feet.

## LUND

Four new float sections, each 6 by 45 feet, were constructed for the accommodation of small craft. As it is too exposed in rough weather for gas boats to tie up at the wharf, these float sections were constructed in a sheltered bay close to the wharf. Five new creosoted piles were placed in the wharf, and small repairs were made to the caps and slipway. The work was done by day labour.

## MARMOT BAY (SKEENA)

A landing was provided by constructing a float, 60 by 20 feet, a pile approach, 180 by 8 feet, widened at the outer end, with a gangway connecting the float and approach.



## MAYNE ISLAND

The superstructure on the wharfhead and approach was completely renewed. A new float, 16 feet 8 inches by 30 feet, was also provided, and the shed re-roofed.

## MISSION

The old wharf, which was in a dangerous condition, was rebuilt, except the freight shed and the portion of the wharf on which the shed stood. The renovated structure is composed of ten pile bents spaced at 10-foot centres and surmounted by timber decking. The approach is 21 by 43 feet, and the wharf is 90 by 90 feet, with slipways 10 by 20 feet and 10 by 50 feet. A corral, 23 by 30 feet, and a loading platform, 10 by 43 feet, are located on the wharf. A driveway was constructed at the northeast corner of the wharf. The work was done by contract.

## NARAMATA

The work consisted in building an extension to the existing pile bent wharf structure. This addition comprises a level platform, 48 feet wide by 65 feet long, less an incline ferry slip, 12 by 52 feet, constructed last year. An open fruit shed, 24 feet wide by 40 feet long, was also provided on the old structure adjoining the existing warehouse, and three damaged piles of a nine-pile dolphin were replaced. The work was done by day labour.

## NEW MASSETT

A float, 16 feet by 34 feet 6 inches, and a gangway, 32 by 4 feet, were placed at the outer end of the wharf approach. The float was held in place by creosoted mooring piles.

## OONA RIVER

A floating landing, built by the residents of the locality, was reconstructed by the department. A portion of the existing float, 72 feet in length, was moved to a new position, and two new floats, each 6 by 50 feet, were constructed with a floating approach, 184 by 4 feet. The landing was secured in place by mooring logs and chains.

## PITT LAKE

The old approach, pier and float at this point were washed out by the current of the Pitt river during a heavy freshet. The old structure was replaced with a new one of the following dimensions: an approach 10 by 340 feet, a pier-head 30 by 36 feet, with a shed 10 by 12 feet, and five float sections 8 by 40 feet. The float sections were salvaged from the old structure. The work was done by contract.

## POPLAR ISLAND

Machinery was supplied and installed by contract for the repair shop on Poplar island, belonging to the Fisheries Branch of the Department of Marine and Fisheries. It was necessary to supply about 8,000 feet b.m. of dimension lumber in connection with this installation, in building shelves, stairway, and in generally equipping the works. Another contract was entered into to drive a seven-pile dolphin, and place a protection boom to guard against ice or drift striking the floats or gas boats.

## PORT CLEMENTS

A new superstructure was provided on the wharfhead and approach together with 4,174 feet b.m. of creosoted sway braces and chocks. Thirty-four creos-

soted and two untreated bearing piles were driven, together with eleven creosoted fender piles, at the front of the wharf. All the creosoted piling used was either brought from the old quarantine station wharf at Digby island, or drawn and redriven from the Port Clements wharf. A new freight shed, 14 by 24 feet 3 inches, was built. The work was done by contract.

#### PORT ESSINGTON

Two nine-pile dolphins of untreated piling were placed to protect the landing against floating ice during the winter months, and general repairs were made. A new gangway, 30 by 4 feet, was subsequently constructed, and placed at the shore end of the landing.

#### RIONDEL

A new pile bent wharf, 241 feet long and 32 feet wide, was constructed by contract. It is built with a uniform slope of 1 in 12, from a point 4.5 feet above average high water to a point 4 feet above average low water, to allow for a landing at all stages of water level.

#### ROYSTON

A float, 40 by 16 feet, and a gangway, 4 by 36 feet, was constructed on the north end of the wharfhead, together with new creosoted fender timbers at the front of the wharf, and creosoted dolphin piles at the corners. The float was held in place by twelve creosoted mooring piles.

#### SAYWARD

The contract work was completed and consisted in constructing a wharf 90 by 50 feet, an approach 146 by 12 feet, a freight shed 30 by 16 feet, and an adjustable slip and landing steps at the back of the wharf for launches. All piling and fender timbers are creosoted, with the exception of the corner dolphin piles of the wharf, which are untreated. Subsequently, the wharf was damaged, and the necessary repairs were made.

#### SEAFORD

A new float and three floating approach sections were constructed to replace the existing float which was almost destroyed by teredo. The float, 30 by 50 feet, was built of nine cedar logs having a minimum diameter of 22 inches. The float approach sections were built, each 6 by 50 feet. The work was done by day labour.

#### SIDNEY

Repairs were made to the ferry landing by constructing new posts and sway bracing in the two shore bents of the approach, building new sway bracing on the counterweight and winch towers, and placing a gangway to the hulk *W. W. Case* used as a breakwater.

#### SKIDEGATE

The work consisted in renewing twenty-three creosoted piles in the wharf approach and the superstructure at the inner end. The front of the wharfhead was repaired and strengthened with timber braces.

#### SOOKE

The repairs involved partially renewing the untreated piles with creosoted piles, renewing a portion of the superstructure of the approach and wharfhead, building a new slip and repairing the freight shed.



## SQUAMISH

Owing to the unstable condition of the old wharf at this point, due largely to erosion around the piling by the current of the Squamish river, it was found necessary to rebuild the front end of the wharf. In carrying out this work, a change in the shape of the wharf was made to make a better approach for steamers.

## STEVESTON

*North Dyke No. 1.*—The purpose of this work was to aid in confining the water of the Fraser river to one channel, at the point known as Woodward's Cut near Steveston, and so help to maintain sufficient depth of water for navigation at this point. A double row of piling was placed extending out a distance of 595 feet from the bank and braced together. The shore end of the piling is protected against scour by a layer of rock 50 by 50 feet and 2 feet deep. The downstream side and outer end of the dyke are also protected by a layer of rock 2 feet deep. The work was done by contract.

## STEWART

The twelve-pile dolphin which had been driven 70 feet away from the end of the wharf, and in line with its face, was wrecked and floated away. A new twelve-pile dolphin of untreated hemlock piles was driven, and five broken fender piles were renewed with untreated piles at the face of the wharf.

## TUCKER BAY

As the existing float was in need of renewal, the logs being badly eaten by teredo, a new float was built 30 feet long by 20 feet wide, with logs having a minimum diameter of 30 inches. The work was done by day labour.

## UNION BAY

A section of the wharfhead, 42 by 70 feet, was removed, leaving one, 98 by 70 feet. The decking on the remaining section of the wharfhead was repaired and renewed, fender and brace piles were driven, and five new iron mooring cleats placed. The freight shed was reduced in size, repaired and moved to a new position, and 3,636 lineal feet of 2- by 12-inch planks were placed over the old decking, for the whole length of the approach, as a runway for vehicles.

## VANCOUVER—STANLEY PARK

The construction of the sea wall was continued, and 830 lineal feet added during the year. The work was done by day labour.

## WESTBANK

The northerly part of the existing pile bent structure, comprising a 16- by 112-foot approach and a 32- by 154-foot section of the main wharf, was demolished. A new pile bent wharf section was constructed 48 feet wide by 154 feet long, with a level approach 16 feet wide by 112 feet long. An open fruit shed, 26 feet wide by 92 feet long, was constructed on the new wharf. The walls of the existing shed were sheeted inside with 1-inch boards. The work was done by contract.

## WEST POINT

A float, 36 by 50 feet, was constructed of 2- by 12-inch flooring and 4- by 6-inch cross-ties, with a shed 12 by 18 feet, and a concrete anchor 6 by 4 feet. The new float was placed about one-half mile north of the wharf, where steamers can make a landing at all times. The work was done by day labour.

## WHITE ROCK

The repairs to the wharf and approach consisted principally in replacing a number of fir piles with new creosoted piling. Small repairs were made to the deck and hand-rail of the approach. Three additional fenders and one bearing pile were driven. Four fenders were rebolted, and other minor repairs made.

## WILLIAM HEAD (QUARANTINE STATION)

A portion of the coal wharf had sagged under the weight of coal stored in the sheds. It was decided to remove the latter, and replace them by a coal bin 60 by 30 feet. To support this, 1,020 lineal feet of creosoted bearing piles were driven, and 1,280 lineal feet of creosoted brace piles were used. Renewals were made to the superstructure. A new building was constructed for the stores on the shore near the coal wharf. Ten untreated fender piles were driven at the main wharf, and a cast-iron mooring cleat was provided.

## WOODWARDS DAM (FRASER RIVER)

A dam, 1,900 feet long, was built by placing a layer of brush mattress, 40 feet wide and 2 feet thick, loaded with 100 pounds of rock to the square foot. Piles were driven through the mat to form two bulkheads, 8 feet wide and 14 feet apart. The bulkheads were filled with rock and brush up to a level of 6 feet above low tide in the river at that point. The work was done by contract.

## GENERALLY

Repairs were made to the following works:—

Alert Bay, float; Alice Arm, float; Argenta, wharf; Arrow Park, wharf; Balfour, wharf; Bamfield (West), landing; Barnston Island, wharf; Beaton, wharf; Beaver Point, wharf; Boswell, wharf; Bowen Island (west side), float; Brighton Beach, float; Burdwood Bay, float; Burton, wharf; Chilliwack, lower landing; Cracroft, float; Crescent Bay, wharf; Crofton, wharf; Daisy Bay, float; Donley's Landing, float; East Arrow Park, wharf; East Robson, wharf; Edgewood, wharf; Edgewood Launch Club, float; Ewing's Landing, wharf; Fauquier, wharf; Fisherman's Bay, mooring buoy; Fraser's Landing, wharf; Fulford Harbour, wharf; Galena Bay, float; Ganges, wharf; Ginols, wharf; Glen Valley, wharf; Gordon Road, wharf; Grace Harbour, float; Granite Bay, float; Grantham's Landing, wharf; Gray Creek, wharf; Half Moon Bay, wharf; Harrison River, bank protection; Hatzic, wharf; Heriot Bay, wharf; Hopkins Landing, wharf; Hornby Island, wharf; Hurst Island, float; Irvine's Landing, float; Jackson Bay, float; Killiney, dolphins; Kuskanook, wharf; Lang Bay, wharf; Long Bay, float; Longbeach, wharf; Lyall Harbour, wharf; Manson's Landing, wharf; Maples, wharf; Matsqui wharf; Miller's Landing, wharf; Morseby Island, wharf; McDonald's Landing, wharf; New Westminster, wharf; Nootka, wharf; Okanagan, control dam; Okanagan, lake and river improvements; Okanagan Centre, wharf; Osland Park, landing; Port Moody, wharf; Port Simpson, wharf; Port Washington, wharf; Powell River, wharf; Procter, wharf; Quathiaski Cove, float; Quatsino, wharf; Queen Charlotte City, landing; Ragged Islands, booms; Retreat Cove, wharf; Robert's Bay, landing; Robert's Creek, wharf; Saanichton, wharf; Savary Island, wharf; Seaside Park, float; Seymour Arm, wharf; Shaw, landing; Shushartie Bay, landing; Snug Cove, wharf; Sointula, wharf; Sorrento, wharf; Squirrel Cove, approach; Stag Bay, float; Sturdie's Bay, wharf; Surge Narrows, booms; Thetis Island, float; Tofino, float; Ucluelet (West), wharf; Ucluelet (East), wharf; Van Anda, wharf; Victoria Harbour, breakwater; Whaletown, wharf; White-mans Creek, wharf; Whonnock, wharf; Wilcox Landing, piles; Wyatt Bay, float.



## YUKON

## STEWART AND YUKON RIVERS

An Order in Council was passed on September 26, 1925, granting authority to pay to the British Yukon Navigation Company, Limited, \$5,000, the amount of the appropriation granted for general improvements to the above rivers, such payment being considered a further contribution towards the cost of the dam completed last year on the Upper Yukon river. This payment was made on condition that the company agree to maintain the rivers in a navigable condition as in 1924.

## DREDGING OPERATIONS

## CONTRACT DREDGING AND DREDGING BY DAY LABOUR, 1925-1926

*Anderson's Cove, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed 500 cubic yards, place measurement, class "B," sand and gravel. Total expenditure \$300. Work commenced October 1, completed October 27. Object of work: Removal of a bank of sand and gravel near the harbour side of the breakwater to accommodate fishing boats.

*Anse à Fougère, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$49.96. Work done in October. Object of work: Removal of boulders to improve access to beach.

*Anse à Fougère, Fox River, Grand Ruisseau, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100.10. Work done in September. Object of work: Removal of boulders to give better landing.

*Anse à Louise (Anses Zeeder and Z. Blanchette), P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$97.95. Work commenced October, completed December. Object of work: Removal of boulders to facilitate landing of fishermen's catch.

*Anse à Louise (Anses Fortin and Ste. Croix), P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$99.99. Work commenced July, completed August. Object of work: Removal of boulders to facilitate landing of fishing boats on beach in front of properties of W. Fortin and Stanislas Ste Croix.

*Anse au Griffon, P.Q.*—Under day labour with District Engineer Amiot, hand dredging. Amount passed for payment, \$350. Work done in October. Object of work: Removing sand and gravel bar which had accumulated along the pier on the west side of the river.

*Atikohan River, Ont.*—Under day labour with District Engineer Harcourt. Material removed, snags and clay. Total expenditure, \$445.71. Work commenced August 29, completed September 28. Object of work: Cleaning and deepening river to assist small boat navigation.

*Belle River, Ont.*—Under contract No. 14949 with St. Clair Dredge and General Contracting Co., dredge *St. Clair No. 1*. Quantity removed, 19,590 cubic yards, scow measurement, at 58 cents per cubic yard, 1,363 cubic yards place measurement at 38 cents per cubic yard, class "B," sand and clay. Amount passed for payment, \$11,880.14. Inspection and advertising, \$487.33. Total expenditure, \$12,367.47. Work commenced August 19, completed October 26. Object of work: To complete turning basin and improve entrance channel to 10 feet below zero of gauge.

*Bells' Channel, La Have Island, N.S.*—Under day labour with District Engineer Locke. Quantity removed, 700 cubic yards, place measurement. Total expenditure, \$500. Work commenced August 31, completed September 19. Object of work: To cut a channel to enable fishermen to land their fish.

*Bersimis, P.Q.*—Under contract No. 15079 with National Dock and Dredging Corporation, Ltd., dredge *New Welland*. Quantity removed, 29,800 cubic yards scow measurement, class "B," sand, clay, boulders, at \$1.05 per cubic yard. Amount passed for payment, \$22,800. Inspection and advertising, \$174.76. Total expenditure, \$22,974.76. Work commenced September 28, completed October 12. Object of work: Deepening channel.

*Berthier, P.Q.*—Under contract No. 14898 with Les Chantiers Manseau, dredge *B.S.L. No. 1*. Quantity removed, 98,982 cubic yards, scow measurement, class "B," sand, clay, at 42 cents per cubic yard. Amount passed for payment, \$41,572.44. Inspection and advertising, \$847.14. Total expenditure, \$42,419.58. Work commenced May 4, completed July 29. Object of work: To provide a 10-foot channel up to wharf and an 8-foot channel lower down.

- Berthier, P.Q.*—Under agreement with Les Chantiers Manseau, dredge *B.S.L. No. 1*. Quantity removed, 9,936 cubic yards, scow measurement, class "B," clay, at 45 cents per cubic yard. Total expenditure, \$4,173.12. Work commenced November 26, 1924, completed December 4, 1924. Object of work: Payment for work done in 1924.
- Bic, P.Q.*—Under day labour with District Engineer Amiot, hand dredging. Quantity removed, 1,355 cubic yards, place measurement, boulders, sand, clay and gravel. Amount passed for payment, \$1,514.12. Inspection, \$19. Total expenditure, \$1,533.12. Work commenced April, completed November. Object of work: Dredging channel from wharf to allow boats in and out at lower tides.
- Blind River, Ont.*—Under contract No. 14733 with A. B. McLean & Sons, dredges *McLean No. 3* and *V.R.B.* Quantity removed, 43,462 cubic yards, place measurement, class "B," sand, at 48 cents per cubic yard. Amount passed for payment, \$18,773.59. Inspection, survey, etc., \$5,665.47. Total expenditure, \$24,439.06. Work commenced May 28, completed October 17. Object of work: To provide a safe channel for boats leaving wharves of McFadden, Ltd.
- Blue Rocks, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 1,500 cubic yards, place measurement, class "B," mud, sand, gravel, boulders. Total expenditure, \$703.82. Work commenced August 26, completed October. Object of work: Dredging channel for fishermen's boats.
- Byng Inlet, Ont.*—Under contract No. 14688 with W. L. Forrest, dredge *Menesetung*. Quantity removed, 3,500 cubic yards, place measurement, class "A," rock, at \$7.50 per cubic yard. Amount passed for payment, \$26,432. Inspection, etc., \$1,771.37. Total expenditure, \$28,203.37. Work commenced March 18, completed November 4. Object of work: To complete the widening of channel in Rabbit Island narrows, Still river, to facilitate navigation.
- Campbellton, Ferry Slip, N.B.*—Under agreement with Felix Michaud, dredge *Excavator*. Quantity removed, 689.9 cubic yards, scow measurement, class "B," mud, silt, at \$1.12½ per cubic yard. Amount passed for payment, \$776.14. Inspection, \$28. Total expenditure, \$804.14. Work commenced September 1, completed October. Object of work: To remove material at ferry slip to give free access to slip.
- Cap à la Baleine, P.Q.*—Under day labour with District Engineer Amiot, hand dredging. Quantity removed, 100 cubic yards, place measurement, rock and boulders. Amount passed for payment, \$500. Work done in September. Object of work: To give greater freedom of entrance to harbour.
- Cap aux Os, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$75. Work commenced July, completed October. Object of work: Removal of boulders obstructing fishermen's harbour.
- Cape Bald, N.B.*—Under day labour with D. Légère's dredge. Quantity removed, 3,734 cubic yards, place measurement, class "B," sand, mud, ballast, at \$24 per day. Amount passed for payment, \$1,948.54. Inspection, \$98. Total expenditure, \$2,046.54. Work commenced June 25, completed August 6. Object of work: To increase berth accommodation for fishing boats and larger freighters.
- Cap des Rosiers (Anse Dunn), P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$149.60. Work done in July. Object of work: Removal of boulders to permit access to the beach at the properties of Gregoire Jerome and Richard Dunn.
- Cap des Rosiers (Anses Dunn and Savage), P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100.25. Work done in September. Object of work: Removal of boulders obstructing access to beach at the properties of Théophile Dunn and Albert Savage.
- Cap des Rosiers (Anses Dunn and Ste Croix), P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100.10. Work done in October. Object of work: Removal of boulders obstructing access to beach property of Arthur and Peter Dunn and Martial Ste. Croix.
- Cap des Rosiers (Anse Horace Dunn), P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50. Work commenced July, completed August. Object of work: Removal of boulders obstructing access to beach.
- Cap des Rosiers (Anse Israel O'Connor), P.Q.*—Under day labour with District Engineer Amiot, hand dredging. Amount passed for payment, \$70.50. Work done in June. Object of work: Removal of boulders obstructing access to beach.
- Cap des Rosiers (Anses Riffon and Perce), P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$150. Work done in July. Object of work: Removing boulders obstructing the coves of Cyrville, Cleophas and Joseph Riffon and Edouard Perce.



- Cap des Rosiers (Anse M. Ste Croix), P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50. Work done in July. Object of work: Removing boulders to improve beach property.
- Cape Cove, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work commenced October, completed November. Object of work: Removal of boulders to accommodate fishing boats.
- Cary's Passage, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 2,000 cubic yards, place measurement, class "B," sand, gravel, mud. Amount passed for payment, \$2,500.26. Total expenditure, \$2,519.76. Work commenced May 12, completed July 15. Object of work: To give fishing vessels using fishing grounds outside Lennox Passage a short cut to Inhabitants Harbour.
- Chase, B.C.*—Under day labour with District Engineer Doncaster. Total expenditure, \$49. Object of work: Raising old scow.
- Chateau Richer, P.Q.*—Under day labour with District Engineer Sabourin. Amount passed for payment, \$350.30. Work commenced June 15, completed July 8. Object of work: Removal of boulders to facilitate approach to wharf.
- Chatham, N.B.*—Under agreement with Miramichi Dredging Co., Ltd., dredge *Peter England*. Quantity removed, 1,408.3 cubic yards, scow measurement, class "B," soft material and logs, at 65 cents per cubic yard. Amount passed for payment, \$915.39. Inspection \$38. Total expenditure, \$953.39. Work commenced May 19, completed May 29. Object of work: Dredging Ferryville slip and Chatham slip.
- Chatham, Middle Island, N.B.*—Under agreement with Miramichi Dredging Co., Ltd., dredge *Peter England*. Quantity removed, 1,568.4 cubic yards, scow measurement, class "B," sand, clay, mill refuse, at 62½ cents per cubic yard. Amount passed for payment, \$980.25. Inspection, \$38. Total expenditure, \$1,018.25. Work commenced October 28, completed November 14. Object of work: To provide an approach to wharf on island; turning basin, and berth and approach to slip.
- Cheggoggin, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 200 cubic yards, place measurement, sand, gravel. Amount passed for payment, \$149.47. Work commenced November 7, completed November 28. Object of work: Clearing channel and berth to allow fishing boats to leave earlier on the tide.
- Chenal Ecarté, Ont.*—Under agreement with Chatham Dredging and General Contracting Co., dredge *Rose Burgess*, at \$10 per hour. Amount passed for payment, \$150. Work commenced August 12, completed August 13. Object of work: Cutting passage through sand shoal in second channel at mouth of Chenal Ecarté.
- Chester Canal, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 340 cubic yards, place measurement, class "B," sand, gravel. Amount passed for payment, \$168.25. Work commenced August, completed September. Object of work: To provide sufficient water for launching and hauling up boats.
- Chezzetcook East (Graft Beach), N.S.*—Under agreement with Halifax Dredging Co., dredge No. 2. Quantity removed 4,603 cubic yards, place measurement, mud, at 40 cents per cubic yard. Amount passed for payment, \$1,841.20. Inspection, \$84. Total expenditure, \$1,925.20. Work commenced October 31, completed November 27. Object of work: To provide channel 2 feet deep at low water to fishermen's shacks.
- Cobourg, Ont.*—Under contract No. 14892 with National Sand and Material Co., Ltd., dredge *Baxter Dick*. Quantity removed, 11,380.8 cubic yards, scow measurement, class "B," sand, silt, at 50 cents per cubic yard. Amount passed for payment, \$5,690.40. Inspection and advertising, \$91.23. Total expenditure, \$5,781.63. Work commenced July 13, completed August 31. Object of work: To enable car ferries to navigate harbour approach at all times of year.
- Collingwood, Ont.*—Under agreement with The C. S. Boone Dredging and Construction Co., Ltd., dredge *General Meade*. Quantity removed, 1,300 cubic yards, boulders, rock, mud, at \$20 to \$30 per hour. Amount passed for payment, \$5,470. Work commenced October 5, completed October 27. Object of work: Cleaning channel.
- Collingwood, Ont.*—Under contract No. 14904 with C. S. Boone Dredging and Construction Co., Ltd., dredge *General Meade*. Quantity removed, 798.2 cubic yards, place measurement, class "A," at \$14.12 per cubic yard; 7,738 cubic yards, place measurement, class "B," rock, mud, boulders, clay, hardpan, at 90 cents per cubic yard. Amount passed for payment, \$18,234.78. Inspection and advertising, \$1,439.70. Total expenditure, \$19,674.48. Work commenced June 11, completed November 2. Object of work: To increase navigable harbour areas and channel.
- Courtenay River, B.C.*—Under contract No. 14985 with Arnett Dredging, Towing & Salvage Co., Ltd., dredge *Victoria*. Quantity removed, 37,932 cubic yards, place measurement, class "B," sand, gravel, snags, at 17 cents per cubic yard. Amount passed for payment,

- \$6,448.44.** Inspection, etc., **\$440.96.** Total expenditure, **\$6,889.40.** Work commenced July 23, completed October 17. Object of work: Maintenance of dredged channel at Courtenay river.
- Courtenay River, B.C.**—Under agreement with North-Western Dredging Co., dredge *Bucyrus*. Quantity removed, 10,133 cubic yards, place measurement, class "B," silt, sand, gravel, at 45 cents per cubic yard. Amount passed for payment, **\$4,000.** Inspection, **\$165.10.** Total expenditure, **\$4,165.10.** Work commenced March 10, completed March 24. Object of work: To stop the formation of bars opposite the gap between the overcast bank made in 1925 and the overcast bank made by dredge *King Edward* some years ago.
- Courtenay River, B.C.**—Under agreement with Arnett Dredging, Towing & Salvage Co., Ltd., dredge *Victoria*. Quantity removed, 8,700 cubic yards, place measurement, class "B," sand, gravel, clay, boulders, snags, piles, at \$110 per day. Amount passed for payment, **\$4,908.75.** Inspection, **\$445.30.** Total expenditure, **\$5,354.05.** Work commenced October 17, completed December 1. Object of work: Improving conditions in Courtenay river.
- Cowichan Lake, B.C.**—Under day labour with District Engineer Forde. Amount passed for payment, **\$295.25.** Work commenced September, completed October. Object of work: Removal of snags and deadheads lodged in the main routes of boats on Cowichan lake.
- Cross Point, P.Q.**—Under contract No. 14659 with Felix Michaud, dredge *Excavator*. Quantity removed, 4,741.8 cubic yards, scow measurement, class "B," mud, at \$1.125 per cubic yard. Amount passed for payment, **\$5,703.16.** Inspection, **\$172.** Total expenditure, **\$5,875.16.** Work commenced July 2, completed September 19. Object of work: Dredging tidal basin to permit ferry to come to or leave wharf at all tides.
- Des Islets, P.Q.**—Under day labour with District Engineer Amiot. Amount passed for payment, **\$499.50.** Work done in July. Object of work: To afford better navigation to fishermen's boats by removing boulders.
- Doucet's Landing, P.Q.**—Under contract No. 14908 with National Dock & Dredging Corporation, Ltd., dredge *New Welland*. Quantity removed, 51.2 cubic yards, place measurement, class "A," boulders, at \$8 per cubic yard; 49,372 cubic yards, scow measurement, class "B," sand, clay, at 49 cents per cubic yard. Amount passed for payment, **\$24,601.88.** Inspection, etc., **\$459.68.** Total expenditure, **\$25,061.56.** Work commenced June 27, completed August 1. Object of work: To facilitate ferry service between Doucet's Landing and Three Rivers.
- East River, N.S.**—Under contract No. 15089 with Halifax Dredging Co., dredge *Ferguson*. Quantity removed, 16,905.5 cubic yards, scow measurement, class "B," mud, at 70 cents per cubic yard. Amount passed for payment, **\$12,318.50.** Inspection, etc., **\$440.50.** Total expenditure, **\$12,759.** Work commenced October 19, suspended for season November 28. Object of work: Dredging channel in East river leading from Pictou Harbour to Trenton and New Glasgow.
- Esquimault Harbour (Old Dry-Dock), B.C.**—Under agreement with North-Western Dredging Co., Ltd. Quantity removed, 1,790 cubic yards, place measurement, class "B," silt, at \$250 per day. Amount passed for payment, **\$500.** Work commenced February 15, completed February 16. Object of work: Deepening berth for caisson at old dry-dock.
- Etang des Caps (M.J.), P.Q.**—Under day labour with District Engineer Amiot. Amount passed for payment, **\$365.59.** Work commenced September, completed November. Object of work: Blasting ledge of rock in channel.
- False Creek, B.C.**—Under agreement with Vancouver Dredging and Salvage Co. Quantity removed, 4,873 cubic yards, place measurement, silt, and fine coal, at 46 cents per cubic yard. Amount passed for payment, **\$2,241.58.** Inspection, etc., **\$95.83.** Total expenditure, **\$2,337.41.** Work commenced May 19, completed June 4. Object of work: Dredging in front of Vancouver Gas Co's works.
- Fraser River, B.C.**—Under day labour with District Engineer Worsfold. Amount passed for payment, **\$2,532.32.** Work commenced May 23, completed July 31. Object of work: Removal of snags and other obstructions from the upper navigable portion of the Lower Fraser river.
- Fraser River, B.C.**—Under agreement with Pacific Construction Co., Ltd., dredge *Portland*. Quantity removed, 17,580 cubic yards, scow measurement, class "B," plant rental \$725 per day. Total expenditure, **\$4,269.** Work commenced June 30, completed July 7. Object of work: To facilitate navigation.
- Fraser River, B.C.**—Under day labour. Amount passed for payment, **\$5,775.92.** Work commenced April, 1925, completed February, 1926. Object of work: Survey and inspection re dredging.



- Gananoque, Ont.*—Under contract No. 14992 with Randolph Macdonald Co., dredge *R.M. No. 7*. Quantity removed, 9,426 cubic yards, place measurement, class "B," mud, at 65 cents per cubic yard. Amount passed for payment, \$6,126.90. Inspection and advertising, \$242.27. Total expenditure, \$6,369.17. Work commenced August 14, completed September 15. Object of work: Dredging the channel between Tidd's island and Hay island in St. Lawrence river.
- Goderich, Ont.*—Under contract No. 14909 with W. L. Forrest, dredge *W. L. Forrest*. Quantity removed, 218.5 cubic yards, place measurement, class "A," boulders, at \$3.17 per cubic yard; 114,293 cubic yards, scow measurement, class "B," sand, silt, hardpan, gravel, at 45 cents per cubic yard. Amount passed for payment, \$52,124.49. Work commenced June 2, suspended for season December 11. Object of work: Widening the present entrance channel in outer harbour and enlarging the turning basin in the inner harbour.
- Grand Chlorydorme, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work done in September. Object of work: Removal of boulders to facilitate the landing of fish.
- Grand Etang and St. Hélier, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$51.13. Work commenced July, completed October. Object of work: Removing boulder obstructions from harbour in mouth of Ruisseau Echallotte.
- Grande Grève, Anse Bernier, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50. Work done in September. Object of work: Removal of boulders obstructing landing.
- Grande Grève, Anse Boulet, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50. Work done in October. Object of work: Removal of boulders obstructing harbour.
- Grande Grève, Anse Langlois, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work commenced July, completed September. Object of work: Removal of boulders obstructing harbour.
- Grande Griève, Anse Smith, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50. Work done in July. Object of work: Removal of boulders to improve landing.
- Grande Vallée, Anse Alexis Bernatchez, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$110.60. Work done in July. Object of work: Removal of boulders obstructing access to beach.
- Grande Vallée, Anse Elzéar Bernatchez, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$49.06. Work done in August. Object of work: Removal of boulders obstructing harbour.
- Grande Vallée, Anse Collin, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$199.98. Work done in October. Object of work: Removal of boulders to improve harbour.
- Grande Vallée, Anse Côté, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$49.75. Work done in August. Object of work: Removal of boulders obstructing access to beach at Pierre Côté's property.
- Grande Vallée, Anse Colombe, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$98.96. Work commenced August, completed November. Object of work: Removal of part of rock reef obstructing harbour.
- Grande Vallée, Anse Fournier, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$31.80. Work done in August. Object of work: Removal of boulders to improve harbour.
- Hamilton Cove, Port Neuf, P.Q.*—Under day labour with District Engineer Sabourin, hand dredging. Quantity removed, 120 cubic yards, scow measurement, class "B," sand. Amount passed for payment, \$160. Work commenced October 13, completed October 24. Object of work: Levelling bed of river near wharf to improve landing.
- Hollyburn, B.C.*—Under agreement with Arnett Dredging, Towing and Salvage Co., clam and dipper dredges. Quantity removed, 4,976 cubic yards, place measurement, class "B," at 50 cents per cubic yard. Amount passed for payment, \$2,488. Work commenced July 2-July 13, completed November 4-25. Object of work: To dredge berth at wharf to 8 feet deep at low water.
- Honey Harbour, Ont.*—Under contract No. 14706 with Theophile Light, dredge *Hackett*. Quantity removed, 483.5 cubic yards, place measurement, class "A," boulders and rock, at \$9 per cubic yard; 6,084 cubic yards, scow measurement, class "B," clay, mud, sand, gravel, at 70 cents per cubic yard. Amount passed for payment, \$7,690.81. Inspection, etc., \$1,540.17. Total expenditure, \$9,230.98. Work commenced May 18, suspended for season October 10. Object of work: Dredging main channel to allow regular traffic boats to operate between Midland and Parry Sound via Honey Harbour.

- Hunt's Point, N.S.**—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 133 cubic yards, place measurement, class "B," boulders, at 60 cents per cubic yard. Total expenditure, \$80.50. Work commenced October 27, completed October 31. Object of work: Removal of boulders from vessel bed alongside wharf.
- Ile aux Raisins, P.Q.**—Under contract No. 14923 with Aimé Laperrière, dredges *E. Simoneau No. 1, E. Simoneau No. 2*. Quantity removed, 8,529 cubic yards, cast over place measurement, class "B," mud, clay, sand, weeds, at 30 cents per cubic yard. Amount passed for payment, \$2,558.70. Inspection and advertising, \$331.79. Total expenditure, \$2,890.49. Work commenced June 17, completed August 22. Object of work: To provide Ile du Moine channel, which divides Ile du Moine and Ile aux Raisins, with an opening to St. Lawrence river.
- Inverness, N.S.**—Under agreement with R. E. McLeod, hydraulic dredge. Quantity removed, 6,982.6 cubic yards, place measurement, class "B," sand, mud, clay, rock ballast, at 30 cents per cubic yard. Amount passed for payment, \$2,094.78. Work commenced September 8, completed November 27. Object of work: Dredging channel to allow fishing boats and small vessels to enter harbour.
- Jeannette's Creek, Ont.**—Under agreement with Chatham Dredging and General Contracting Co., dredge *B-Zee-Bee*. Quantity removed, 11,558 cubic yards, place measurement, class "B," sand, clay, at 22½ cents per cubic yard. Amount passed for payment, \$2,600.55. Inspection, \$55.50. Total expenditure, \$2,656.05. Work commenced August 8, completed August 20. Object of work: To dredge channel between C.N.R. station at Jeannette's Creek and Thames river to facilitate fishing industry.
- Jersey Cove, Anses Fortin and O'Connor, P.Q.**—Under day labour with District Engineer Amiot. Amount passed for payment, \$100.05. Work done in August. Object of work: Removal of boulders to improve access to beach.
- Jersey Cove, Anse l'Abbé, P.Q.**—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work commenced August, completed September. Object of work: Removal of boulders to give safer access to beach.
- Jersey Cove, Anses Packwood and Giasson, P.Q.**—Under day labour with District Engineer Amiot. Amount passed for payment, \$200. Work done in September. Object of work: Removal of boulders obstructing access to beach.
- Jersey Cove, Anse Principale, P.Q.**—Under day labour with District Engineer Amiot. Amount passed for payment, \$175. Work done in August. Object of work: Removal of boulders brought into the harbour by ice and tide.
- Joggins, N.S.**—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 500 cubic yards, place measurement, class "B," gravel, mud. Amount passed for payment, \$596.30. Work commenced May 1, completed May 23. Object of work: Cleaning berth at Coal Co's pier.
- Kinojevis River, P.Q.**—Under agreement with V. Villeneuve, hand dredging. Quantity removed, 250 cubic yards, place measurement, class "A," rock, boulders; 450 cubic yards, place measurement, class "B," gravel, stone. Amount passed for payment, \$1,300. Work commenced September 15, completed November. Object of work: To improve navigation of Flat rapids.
- Kincardine, Ont.**—Under contract No. 14912 with Randolph Macdonald Co., dredge *R.M.C. No. 10*. Quantity removed, 20,779 cubic yards, scow measurement, class "B," sand, clay, at 53 cents per cubic yard. Amount passed for payment, \$11,012.87. Inspection and advertising, \$442.03. Total expenditure, \$11,454.90. Work commenced June 29, completed August 5. Object of work: Dredging channel and between piers to 17 feet.
- Laflamme River, P.Q.**—Under agreement with O. Naud. Amount passed for payment, \$450. Work commenced September 3, completed September 24. Object of work: Removal of seven old timber jams and overhanging trees from river near Barraute.
- L'Anse au Beaufils, P.Q.**—Under day labour with District Engineer Amiot. Hand dredging sand with scrapers. Amount passed for payment, \$162.75. Work commenced June, completed July. Object of work: To remove obstructions from mouth of river.
- Lévis, P.Q.**—Under agreement with National Dock and Dredging Corporation, Ltd., dredge *Derrick No. 6*. Quantity removed, 3,350 cubic yards, scow measurement, class "B," sand, silt, clay, mill refuse, at 80 cents per cubic yard. Amount passed for payment, \$2,680. Inspection, \$110. Total expenditure, \$2,790. Work commenced October 24, completed November 18. Object of work: Dredging shelter basin at downstream end of Lévis deep-water wharf.
- Lower Rose Bay, N.S.**—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 510 cubic yards, place measurement, mud, rock. Amount passed for payment, \$459.10. Work commenced October 16, completed December 11. Object of work: Cutting channel through rock reef and dredging channel.



*Lower St. Louis, N.B.*—Under day labour with District Engineer Stead, dredge *St. Louis Agricultural Society Dredge*. Quantity removed, 2,945 cubic yards, place measurement, class "B," mud, and sea grass roots, at \$13 per day. Total expenditure, \$954.45. Work commenced May 26, completed July 15. Object of work: Dredging channel suitable for small craft at all tides.

*Lunenburg, N.S.*—Under contract No. 14900 with Acadia Contractors, dredge *New Brunswick No. 1*. Quantity removed, 125,105 cubic yards, scow measurement, class "B," mud, at 52 cents per cubic yard. Amount passed for payment, \$65,054.60. Inspection and advertising, etc., \$1,134.43. Total expenditure, \$66,189.03. Work commenced May 18, completed November 18. Object of work: Dredging mooring basin.

*Lunenburg, Smith & Rivland's Shipyard, N.S.*—Under agreement with Acadia Contractors, dredge *New Brunswick No. 1*. Quantity removed, 2,020 cubic yards, scow measurement, class "B," mud, at 52 cents per cubic yard. Amount passed for payment, \$1,050.40. Inspection, \$10. Total expenditure, \$1,060.40. Work commenced June 1, completed June 2. Object of work: To accommodate shipyard.

*Madeleine, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50.98. Work done in November. Object of work: Removal of boulders obstructing harbour at mouth of creek.

*Mahone Bay, N.S.*—Under agreement with Acadia Contractors, dredge *New Brunswick No. 1*. Quantity removed, 12,126 cubic yards, scow measurement, class "B," mud, sawdust, at \$250 per day. Amount passed for payment, \$4,500. Inspection, \$72. Total expenditure, \$4,572. Work commenced June 13, completed July 2. Object of work: To dredge cut from deep water to the Burgoyne Shipyard and branch cut to wharf of E. Ernst.

*Malagash, N.S.*—Under contract No. 14947 with Halifax Dredging Co., Ltd., dredge *Ferguson*. Quantity removed, 18,458.6 cubic yards, scow measurement, class "B," hardpan, at \$1.20 per cubic yard; 273.3 cubic yards, scow measurement, class "B," hardpan, at 80 cents per cubic yard overcast; 17.76 cubic yards, place measurement, class "A," boulders, at \$9 per cubic yard. Amount passed for payment, \$22,127.50. Inspection, etc., \$286.26. Total expenditure, \$22,413.76. Work commenced July 31, completed September 12. Object of work: Dredging approach channel to and berth at public wharf.

*Matane, P.Q.*—Under contract No. 14709 with St. John Dry-Dock and Shipbuilding Co., Ltd., dredge *Excelsior*. Quantity removed, 259.1 cubic yards, place measurement, class "A," boulders, at \$4.50 per cubic yard; 124,169 cubic yards, place measurement, class "B," clay, gravel, mud, sand, at 37 cents per cubic yard; 15,606 cubic yards, place measurement, class "B," clay, gravel, mud, sand, overcast, at 24½ cents per cubic yard. Amount passed for payment, \$45,871.04. Work commenced April 22, suspended for season October 10. Object of work: Improvement of harbour.

*McLean's Gully, Miramichi Bay, N.B.*—Under agreement with Miramichi Dredging Co., dredge *Peter England*. Quantity removed, 3,829 cubic yards, scow measurement, class "B," clay, sand, mud, gravel, rock, at \$1.30 per cubic yard. Amount passed for payment, \$4,977.70. Inspection, \$217.15. Total expenditure, \$5,194.85. Work commenced July 15, completed September 18. Object of work: To provide shelter for the fishing fleet.

*McNair's Cove, N.S.*—Under agreement with Halifax Dredging Co., dredge *Squid*. Quantity removed, 1,531 cubic yards, scow measurement, class "B," sand, mud, gravel, rock, at 85 cents per cubic yard. Amount passed for payment, \$1,301.35. Inspection, \$53.87. Total expenditure, \$1,355.22. Work commenced August 26, completed October 28. Object of work: To provide a haven for fishing boats and vessels navigating the bay.

*Meaford, Ont.*—Under contract No. 14983 with C. S. Boone Dredging & Construction Co., Ltd., dredge *General Meade*. Quantity removed, 16,545 cubic yards, scow measurement, class "B," mud, gravel, boulders, at 52 cents per cubic yard. Amount passed for payment, \$8,603.40. Inspection and advertising, \$260.09. Total expenditure, \$8,863.49. Work commenced September 1, completed September 29. Object of work: Deepening harbour to 19 feet.

*Midland, Ont.*—Under agreement with Randolph Macdonald Co., dredge *R.M.C. No. 10*. Ten hours plant hire at \$40 per hour. Amount passed for payment, \$400. Work done October. Object of work: Removal of boulder adjacent to the Midland Shipbuilding Co.'s wharf.

*Midland, Ont.*—Under contract No. 14978 with Randolph Macdonald Co., dredge *R.M.C. No. 10*. Quantity removed, 21.1 cubic yards, place measurement, class "A," boulders, at \$5 per cubic yard; 56,456 cubic yards, scow measurement, class "B," cinders, clay, gravel, silt, logs, at 58 cents per cubic yard. Amount passed for payment, \$32,849.98. Inspection, etc., \$1,591.34. Total expenditure, \$34,441.32. Work commenced September 1, suspended for season December 9. Object of work: Deepening harbour to 24 feet below elevation 580.



- Minasville, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 1,200 cubic yards, place measurement, class "B," sand, gravel. Amount passed for payment, \$657.74. Work commenced August 24, completed October 15. Object of work: Dredging at public wharf.
- Mitchell's Bay, Ont.*—Under contract No. 14683 with Chatham Dredging & General Contracting Co., Ltd., dredge *E-Zee-Bee*. Quantity removed, 43,428 cubic yards, place measurement, class "B," clay, sand, at 22½ cents per cubic yard. Amount passed for payment, \$9,771.30. Inspection and legal services, \$1,009.31. Total expenditure, \$10,780.61. Work commenced April 9, completed June 12. Object of work: Completion of contract for deepening channel to 7 feet from Chenal Ecarte to Mitchell's Bay village.
- Mosher's Bay, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 900 cubic yards, place measurement, class "B," boulders, sand, gravel. Amount passed for payment, \$461. Work commenced September 1, completed November 17. Object of work: Removal of boulders and ballast which had been washed into the harbour from the breakwater.
- Naas and Skeena Rivers, B.C.*—Under day labour with District Engineer Forde, snag boat *Bobolink*. Quantity removed, 478 snags. Total expenditure, \$15,953.11. Work commenced April 3, suspended for season September 15. Object of work: Removing snags from salmon fishing grounds on Naas and Skeena rivers, 117 snags from Naas river and 361 from Skeena river.
- Necum-Teuch, N.S.*—Under agreement with Halifax Dredging Co., dredge No. 2. Quantity removed, 5,794 cubic yards, scow measurement, class "B," mud, gravel, boulders, at \$250 per day. Amount passed for payment, \$4,750. Inspection, \$66.50. Total expenditure, \$4,816.50. Work commenced August 17, completed September 9. Object of work: Improving dockage at head and sides of wharf.
- Newcastle or Bridgetown, N.B.*—Under agreement with Miramichi Dredging Co., dredge *Peter England*. Quantity removed, 795.2 cubic yards, scow measurement, class "B," mud, gravel, slabs, at 55 cents per cubic yard. Amount passed for payment, \$437.36. Inspection, \$20. Total expenditure, \$457.36. Work commenced June 19, completed June 24. Object of work: Dredging berth at Sinclair Lumber Co.'s wharf.
- Nicolet, P.Q.*—Under contract No. 15000 with National Dock & Dredging Corporation, Ltd., dredges *New Welland* and *C.H. No. 6*. Quantity removed, 54,537 cubic yards, scow measurement, class "B" clay, sand, gravel, boulders, at 35 cents per cubic yard. Amount passed for payment, \$19,087.95. Inspection, etc., \$2,026.22. Total expenditure, \$21,114.17. Work commenced September 5, completed November 21. Object of work: To widen and deepen the channel.
- North West Miramichi River, N.B.*—Under day labour with District Engineer Stead. Quantity removed, 101 snags, sunken logs. Amount passed for payment, \$50.50. Object of work: To clear river for navigation.
- Notre-Dame Des Sept Douleurs, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$150. Work done in October. Object of work: To remove large boulders from near wharf in channel leading to Anse à Richardière.
- Ogden's Pond, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 80 cubic yards, place measurement, class "B." Amount passed for payment, \$100. Work commenced September 1, completed September 8. Object of work: Deepening passage between protection works.
- Okanagan, B.C.*—Under day labour with District Engineer Doncaster. Amount passed for payment, \$695.96. Work commenced June, completed August. Object of work: Repairs to hull of pile driver plant.
- Oliphant, Ont.*—Under agreement with T. H. McKenzie, hydraulic plant. Quantity removed, 1,637 cubic yards, place measurement, class "B," sand, at 35 cents per cubic yard. Amount passed for payment, \$572.95. Work commenced September 7, suspended for season December 7. Object of work: Dredging channel to wharf.
- Orillia, Ont.*—Under agreement with Randolph Macdonald Co., Ltd., derrick scow. Quantity removed, 991 cubic yards, place measurement, class "B," mud, clay, at \$1.10 per cubic yard. Amount passed for payment, \$1,090.10. Inspection, \$46.60. Total expenditure, \$1,136.70. Work commenced May 15, completed May 21. Object of work: To further the establishment of a shipbuilding industry.
- Osborne, N.S.*—Under day labour with District Engineer Locke. Quantity removed, 40 cubic yards, place measurement, boulders. Amount passed for payment, \$197.70. Work commenced November 2, completed November 6. Object of work: Removing boulders on inside of the breakwater.
- Owen Sound, Ont.*—Under contract No. 14916 with Canadian Dredging Co., Ltd., dredge *Primrose*. Quantity removed, 234,227.5 cubic yards, place measurement, class "B," sand, silt, hardpan, at 43 cents per cubic yard. Amount passed for payment, \$81,460. Work commenced July 25, completed November 4. Object of work: Dredging harbour, channel and slip.



*Parrsboro, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 1,215 cubic yards, scow measurement, class "B," mud, clay. Amount passed for payment, \$1,473.76. Work commenced October 16, completed November 28. Object of work: To give necessary accommodation to subsidized steamer at McCulloch's wharf.

*Parrsboro, N.S.*—Under contract No. 14755 with Minas Basin Dredging Co., Ltd., dredge *Beacon Bar*. Quantity removed, 11,170.1 cubic yards, place measurement, class "B," clay, gravel, sand, rock, at \$1.25 per cubic yard. Amount passed for payment, \$14,228.95. Work commenced May 12, completed August 20. Object of work: Improving approach channel to wharf.

*Pembroke, Ont.*—Under contract No. 14462 with Wm. Bermingham & Son, dredge *Patricia*. Quantity removed, 77,727 cubic yards, place measurement, class "B," clay, sand, silt, gravel, at 67 cents per cubic yard. Amount passed for payment, \$52,077.09. Work commenced June 1, completed September 27. Object of work: Dredging on Cockburn's water lot and in harbour basin.

*Penetanguishene, Ont.*—Under contract No. 15097 with Theophile Light, dredge *Hackett*. Quantity removed, 19,479.2 cubic yards, place measurement, class "B," silt, clay, hardpan, sand, mud, stone, logs, at 80 cents per cubic yard. Amount passed for payment, \$15,583.36. Inspection and advertising, \$473.76. Total expenditure, \$16,057.12. Work commenced October 17, completed December 18. Object of work: Dredging channel at Breithaupt Leather Co.'s wharf.

*Pentecost River, P.Q.*—Under contract No. 14653 with Canadian Dredging Co., Ltd., dredge *O'Connor Dick*. Quantity removed, 4,515 cubic yards, scow measurement, class "B," sand, at 52 cents per cubic yard. Amount passed for payment, \$4,178.01. Inspection, \$80. Total expenditure, \$4,258.01. Work commenced September 14, completed September 30. Object of work: To dredge channel to the St. Maurice Lumber Co.'s wharf.

*Petite Anse, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$99.99. Work done in September. Object of work: Removal of boulders obstructing the harbour.

*Petit Cap, Anse Petit Cap, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$180. Work commenced August, completed November. Object of work: Removal of boulders to improve access to beach.

*Petit Cap, Anse Béland, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50.75. Work commenced September, completed October. Object of work: Removal of boulders obstructing channel to beach.

*Petit Cap, Anse Dosithée Denis, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$49.75. Work done in August. Object of work: Removal of boulders to improve landing.

*Petit Cap, Anse E. Denis, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50. Work done in July. Object of work: Removal of boulders obstructing access to beach.

*Petit Cap, Anse Jalbert, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$49.79. Work done in August. Object of work: Removal of boulders obstructing access to beach.

*Petit Cap, Fame Point, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$76. Work done in October. Object of work: Removal of boulders obstructing access to beach.

*Petit Cap, Ruissseau à l'Ait, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50. Work done in October. Object of work: Removal of boulders obstructing access to beach.

*Petit Chlorydorme, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$150. Work done in October. Object of work: Removal of boulders for safety of fishing boats at low tide.

*Petit de Grat, N.S.*—Under contract No. 14997 with Atlantic Dredging Co., Ltd., dredge *Pepperel*. Quantity removed, 5,724.9 cubic yards overcast, place measurement, at 53½ cents per cubic yard; 5,791.7 cubic yards, scow measurement, class "B," mud, clay, gravel, boulders, at 88 cents per cubic yard. Amount passed for payment, \$7,609.77. Inspection, etc., \$590.90. Total expenditure, \$8,200.67. Work commenced August 20, suspended for season December 2. Object of work: To remove bar in entrance channel to harbour.

*Petite Rivière Est, J. B. Lelièvre, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$99.75. Work done in October. Object of work: Removal of boulders from beach approach.

- Petite Rivière, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 1,500 cubic yards, place measurement, class "B," sand. Amount passed for payment, \$622. Work commenced June 1, completed July 16. Object of work: Cutting channels from main channel to various fish stands.
- Petit Sault, P.Q.*—Under day labour with District Engineer Amiot, hand dredging. Amount passed for payment, \$100. Work done in October. Object of the work: To extend the channel to facilitate the gathering of sea grass.
- Petite Vallée, Anse Derry, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$148.40. Work commenced July, completed August. Object of the work: Removal of boulders obstructing access to beach.
- Petite Vallée, Longue Pointe, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$237.27. Work commenced July, completed October. Object of the work: Removal of boulders obstructing harbour.
- Pointe à la Loupe, P.Q.*—Under day labour with District Engineer Amiot, hand dredging. Amount passed for payment, \$100. Work done in October. Object of work. To improve channel leading to wharf.
- Point Edward, Ont.*—Under day labour with District Engineer Craig. Amount passed for payment, \$2,251.30. Work commenced April 20, completed January. Object of work: Inspection of sand and gravel dredging from St. Clair River, Ont.
- Pointe Jaunc, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50.62. Work done in November. Object of work: Removing boulders brought into the harbour by ice and tide.
- Port aux Quilles, P.Q.*—Under day labour with District Engineer Sabourin. Quantity removed, 150 cubic yards, place measurement, boulders. Amount passed for payment, \$601.75. Work commenced October 19, completed November 7. Object of work: Removal of boulders to provide shelter for schooners.
- Port Credit, Ont.*—Under agreement with Toronto Harbour Commissioners, suction dredge. Quantity removed, 52,000 cubic yards, place measurement, class "B," sand, at \$200 per day. Total expenditure, \$6,937.17. Work commenced August 12, completed September 10. Object of work: To improve harbour.
- Port Greville, N.S.*—Under agreement with K. J. Cochrane, scrapers. Quantity removed, 1,398.8 cubic yards, place measurement, at \$1.10 per cubic yard, class "B," gravel. Amount passed for payment, \$1,538.68. Inspection, \$60. Total expenditure, \$1,598.68. Work commenced November 1, completed December 3. Object of work: To straighten channel inside breakwater.
- Port Hope (Inner Harbour), Ont.*—Under contract No. 14680 with Randolph Macdonald Co., dredge *R.M.C. No. 10*. Quantity removed, 611.5 cubic yards, place measurement, class "A," rock, at \$5.90 per cubic yard; 1,337.5 cubic yards, place measurement, class "B," sand, gravel, at 65 cents per cubic yard. Amount passed for payment, \$5,065.06. Inspection and advertising, \$128.47. Total expenditure, \$5,193.53. Work commenced May 22, completed June 8. Object of work: Completion of contract for deepening inner harbour to facilitate navigation.
- Port Hope (Approach and East Harbour), Ont.*—Under agreement with Randolph Macdonald Co., dredge *R.M.C. No. 10*. Quantity removed, 4,043.7 cubic yards, place measurement, class "B," sand, silt, at 65 cents per cubic yard. Amount passed for payment, \$2,628.40. Inspection, \$51.50. Total expenditure, \$2,679.90. Work commenced May 13, completed May 23. Object of work: To make a cut from deep water in lake to Standard Ideal wharf.
- Port Maitland, Ont.*—Under contract No. 14691 with A. W. Robertson, Ltd., dredge *Dragon Rouge*. Quantity removed, 44,128 cubic yards, place measurement, class "B," gravel, stone, sand, old cribwork, at 65 cents per cubic yard. Amount passed for payment, \$28,683.20. Work commenced June 1, suspended for season December 10. Object of work: To widen entrance channel.
- Port Stanley, Ont.*—Under contract No. 14929 with Wm. Birmingham & Son, dredge *St. Lawrence*. Quantity removed, 40,767 cubic yards, place measurement, class "B," clay, sand, cribwork, and fill, at 41 cents per cubic yard. Amount passed for payment, \$14,096.91. Work commenced June 5, suspended for season November 12. Object of work: To widen entrance channel and remove the old East pier.
- Rivière du Loup (En Haut), P.Q.*—Under contract No. 15014 with The National Dock and Dredging Corporation, Ltd., dredge *New Welland*. Quantity removed, 19,633 cubic yards, scow measurement, class "B," clay, mud, sand, at 35 cents per cubic yard. Amount passed for payment, \$6,184.40. Inspection and advertising, \$187.82. Total expenditure, \$6,372.22. Work commenced November 3, suspended for season November 11. Object of work: Dredging channel.



*Rivière du Loup (En Bas), Renaud Wharf, P.Q.*—Under day labour with District Engineer Sabourin, hand dredging. Quantity removed, 750 cubic yards, place measurement, class "B," clay, gravel, boulders. Amount passed for payment, \$1,409.19. Work commenced August 18, completed November 9. Object of work: Dredging in front of Renaud's wharf.

*Rivière Petits Vallée, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$250.04. Work commenced June, completed August. Object of work: Removal of boulders to accommodate fishermen.

*Rivière St. François, Notre-Dame de Pierreville, P.Q.*—Under contract No. 15090 with Aimé Laperrière, dredge J. E. Simoneau. Quantity removed, 15,332 cubic yards, scow measurement, class "B," clay, sand, at 45 cents per cubic yard. Amount passed for payment, \$6,899.40. Work commenced September 18, completed November 19. Object of work: Dredging basin.

*Rivière St. François, Pointe Maquereau, P.Q.*—Under contract No. 14923 with Aimé Laperrière, dredge W. Robidoux. Quantity removed, 14,791 cubic yards, place measurement, class "B," sand, gravel, at 30 cents per cubic yard. Amount passed for payment, \$4,437.30. Inspection, \$130. Total expenditure, \$4,567.30. Work commenced June 1, completed August 3. Object of work: To provide a channel 6 feet deep from Pierreville wharf to lake St. Peter.

*Rivière St. François (Mouth), P.Q.*—Under contract No. 14991 with Aimé Laperrière, dredge W. Robidoux. Quantity removed, 24,403 cubic yards, place measurement, class "B," sand, gravel, at 30 cents per cubic yard. Amount passed for payment, \$7,320.90. Inspection and advertising, \$827.11. Total expenditure, \$8,148.01. Work commenced August 6, completed November 4. Object of work: To dredge channel at mouth of River St. François to 7 feet below L.W.L.

*Rivière des Trois Saumons, P.Q.*—Under day labour with District Engineer Sabourin, hand dredging. Quantity removed, 530 cubic yards, place measurement, class "B," sand, gravel, clay, boulders. Amount passed for payment, \$718. Work commenced June 17, completed July 24. Object of work: To facilitate navigation by removing accumulation at wharf.

*Ruisseau Blanc, P.Q.*—Under day labour with District Engineer Amiot, hand dredging. Amount passed for payment, \$200. Work done in November. Object of work: To deepen two spots to facilitate transportation of sea grass.

*Ruisseau Gagnon, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$200. Work done in September. Object of work: Dredging to improve transportation of sea grass.

*Ruisseau Rouge, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$198. Work done in September. Object of work: To permit boats to reach higher land without waiting for full tide.

*San Joseph, B.C.*—Under day labour with District Engineer Forde. Quantity removed, 52 cubic yards, place measurement, class "A," rock. Total expenditure, \$500.70. Work commenced July 25, completed September 4. Object of work: To improve river entrance for convenience of mail and freight boats serving San Joseph valley and fishing boats working northwest coast of Vancouver Island.

*Saugeen River, Southampton, Ont.*—Under agreement with Randolph Macdonald Co., dredge R.M.C. No. 10. Quantity removed, 1,900 cubic yards, scow measurement, class "B," clay, gravel, old timber. Amount passed for payment (lump sum), \$1,650. Work commenced August 6, completed August 8. Object of work: Dredging site for crib.

*Sault Ste. Marie, Ont.*—Under agreement with Soo Dredging and Construction Co., dredge L.S. No. 3. Quantity removed, 4,220 cubic yards, scow measurement, class "B," mill refuse, at \$65 per hour. Amount passed for payment, \$2,600. Inspection, \$20. Total expenditure, \$2,620. Work commenced November 2, completed November 5. Object of work: Dredging at Soo Falls dock.

*Sault Ste. Marie, Ont.*—Under contract No. 15026 with Soo Dredging and Construction Co., dredge L.S. No. 3. Quantity removed, 9,128 cubic yards, place measurement, class "A," boulders, rock, at \$5.80 per cubic yard; 1,468 cubic yards, place measurement, class "B," silt, at \$1.42 per cubic yard. Amount passed for payment, \$55,026.96. Inspection, \$432.55. Total expenditure, \$55,459.51. Work commenced September 2, completed December 1. Object of work: Dredging slip at Government wharf.

*Seal Cove, N.B.*—Under day labour with District Engineer Stead, hand dredging. Quantity removed, 653 cubic yards, scow measurement, class "B," sand, gravel. Total expenditure, \$1,253.76. Work commenced April 25-May 16, completed July 27-31. Object of work: To facilitate passage of dories and small boats to protected berth during low water.

- Sheet Harbour West, N.S.*—Under contract No. 14915 with Halifax Dredging Co., Ltd., dredge No. 2. Quantity removed, 18,003.8 cubic yards, scow measurement, class "B," mud, ledge rock, mill refuse, at 60 cents per cubic yard. Amount passed for payment, \$10,830.94. Inspection, etc., \$1,374.50. Total expenditure, \$12,205.44. Work commenced April 28, completed July 8. Object of work: Dredging channel 13 feet deep to provide shipping facilities.
- Sheet Harbour, N.S.*—Under agreement with Halifax Dredging Co., dredge No. 2. Quantity removed, 564.4 cubic yards, place measurement, class "B," sand, sawdust. Amount passed for payment, \$400. Work done July 15. Object of work: Dredging at wharf of Nova Scotia Lumber Co.
- Sombra, Ont.*—Under agreement with Chatham Dredging & General Contracting Co., dredge *McGuire*. Quantity removed, 1,600 cubic yards, place measurement, class "B," sand. Amount passed for payment, \$960. Work commenced June 22, completed June 27. Object of work: Dredging a cut at Whiteley ferry dock.
- Sorel, Que.*—Under contract No. 14998 with National Dock & Dredging Corporation, Ltd., dredge *New Welland*. Quantity removed, 126,084 cubic yards, scow measurement, class "B," clay muck, sand, at 34½ cents per cubic yard. Amount passed for payment, \$43,498.98. Work commenced August 4, completed September 1. Object of work: Redredging Lanctot basin.
- South West Cove, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 910 cubic yards, place measurement, class "B." Amount passed for payment, \$592. Work commenced August 25, completed September 5. Object of work: To improve channel and make minor repairs to channel bridge.
- St. Antoine de Tilley, P.Q.*—Under contract No. 14705 with National Dock & Dredging Corporation, Ltd., dredge *New Welland*. Quantity removed, 93.6 cubic yards, place measurement, class "A," rocks, at \$10 per cubic yard; 17,303 cubic yards, scow measurement, class "B," sand, clay, gravel, at 65 cents per cubic yard. Amount passed for payment, \$12,550.15. Inspection, \$556.35. Total expenditure, \$13,106.50. Work commenced May 2, completed May 29. Object of work: Dredging channel from deep water towards wharf.
- Ste. Félicité, P.Q.*—Under day labour with District Engineer Amiot. Quantity removed, 100 cubic yards, boulders and clay. Amount passed for payment, \$500.20. Work done in September. Object of work: Removal of boulders for the benefit of fishermen.
- St. Ignace du Lac, P.Q.*—Under day labour with District Engineer Grandmont, solid rock and boulders. Amount passed for payment, \$200. Work done in December. Object of work: Cleaning river emptying into lake St. Ignace.
- St. Jean Deschailions, P.Q.*—Under Contract No. 14707 with National Dock & Dredging Corporation, Ltd., dredge *New Welland*. Quantity removed, 35,000 cubic yards, scow measurement, class "B," clay, mud, sand, gravel, at 45 cents per cubic yard. Amount passed for payment, \$15,750. Inspection, \$384.20. Total expenditure, \$16,134.20. Work commenced June 2, completed June 22. Object of work: Dredging main channel.
- St. John River, N.B.*—Under contract No. 14984 with J. S. Gregory, dredge *Keta*. Quantity removed, 15,458.4 cubic yards, scow measurement, class "B," sand, gravel, mud, at 65 cents per cubic yard. Amount passed for payment, \$10,047.96. Work commenced August 13, completed October 21. Object of work: Dredging in St. John river at the following wharves: McGowan, Maugerville, Barkers, Williams, Upper Gagetown, Taylortown and Queenstown.
- St. John West, N.B.*—Under contract No. 14892 with St. John Dry-Dock & Shipbuilding Co., dredges *Leconfield* and *Keta*. Quantity removed, 61,879 cubic yards, place measurement, at 39½ cents per cubic yard, 1,486.6 cubic yards, place measurement, at 80 cents per cubic yard, class "B," and 131 hours at \$26.74 per hour. Material removed, mud, gravel, sand, clay, timbers. Amount passed for payment, \$29,134.95. Work commenced August 3, completed November 6. Object of work: Dredging at deep water berths and at Dominion Coal Co.'s pier.
- St. John (McLeod and Pettingill Wharves), N.B.*—Under contract No. 15068 with Messrs. J. S. Porter and G. S. Macdonald, dredge *Leconfield*. Quantity removed, 1,215 cubic yards, place measurement, class "A," stone, at \$8.70 per cubic yard; 3,750 cubic yards, place measurement, class "B," mud, gravel, at 60 cents per cubic yard. Amount passed for payment, \$11,538.45. Work commenced September 21, completed November 20. Object of work: In order to provide a depth of 30 feet below zero at McLeod and Pettingill wharves.
- St. John, Courtenay Bay, N.B.*—Under contract No. 14982 with St. John Dry-Dock & Shipbuilding Co., dredge *Leconfield*. Quantity removed, 65,560.8 cubic yards, place measurement, class "B," mud, gravel, sand, clay, old timbers, at 39½ cents and 80 cents per cubic yard. Amount passed for payment, \$29,134.95. Work commenced August 3, completed November 6. Object of work: Dredging fill from berths 2 to 7 and Dominion Coal Co. dock and Long wharf.



- St. Maurice de l'Echourie, Grande Anse, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$99.85. Work done in July. Object of work: Removing boulders from harbour.
- St. Maurice de l'Echourie, Echourie, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$303.92. Work commenced September, completed November. Object of work: Cleaning harbour and channels of rock ledge and boulders.
- St. Maurice de l'Echourie, Tapps' Harbour, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$99.90. Work commenced November, completed February. Object of work: Removing boulder obstructions from the harbour.
- St. Michel des Saints, P.Q.*—Under day labour with District Engineer Dansereau. Quantity removed, 1,000 cubic yards, place measurement, boulders. Amount passed for payment, \$1,491.80. Work commenced September, completed November 4. Object of work: Blasting and removing boulders in river Cypress in front of Laurentide Pulp Co.'s property to increase flow section.
- St. Nicholas River (South Branch), N.B.*—Under day labour with District Engineer Stead, by L. Warren's small dredge. Quantity removed, 635 cubic yards, scow measurement, class "B," sand, mud, slabs, at \$20 per day. Total expenditure, \$535.35. Work commenced August 12, completed January. Object of work: Improving channel and wharf berth.
- St. Yvon, Anse, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$200. Work commenced August, completed September. Object of work: Removing boulders which had been carried into harbour by ice and tide.
- St. Yvon, Ouest, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$50. Work done in August. Object of work: Removing boulder obstructions from harbour.
- Stikine River, B.C.*—Under day labour with District Engineer Forde. Quantity removed, 100 snags. Total expenditure, \$2,993.68. Work commenced April 1, completed August. Object of work: Removal of obstructions from Canadian portion of the navigable channel.
- Sturgeon Landing, Sask.*—Under day labour with District Engineer Goodspeed. Amount passed for payment, \$498.55. Work commenced February 8, completed March 16. Object of work: Removal of boulders and cutting off outer ends of two old rock-filled crib wharves that encroached on channel.
- Sydenham River, East Branch, Ont.*—Under agreement with Chatham Dredging & General Contracting Co., dredge *Rose Burgess*. Quantity removed, 1,250 cubic yards, scow measurement, class "B," at \$1.20 per cubic yard. Amount passed for payment, \$1,500. Inspection, \$30. Total expenditure, \$1,530. Work commenced July 30, completed August 5. Object of work: To remove shoal in river about 2½ miles west of Dresden.
- Sydenham River, Ont.*—Under day labour with District Engineer Craig. Quantity removed, 1,400 snags. Amount passed for payment, \$1,497.30. Inspection, \$375.42. Total expenditure, \$1,872.72. Work commenced May 13, completed November. Object of work: Removal of snags to facilitate navigation.
- Thames River, Ont.*—Under day labour with District Engineer Craig. Quantity removed, 950 snags. Amount passed for payment, \$1,494.29. Inspection, \$176.75. Total expenditure, \$1,671.04. Work commenced May 11, completed July 25. Object of work: Removal of snags from navigable section of river.
- Tenecape, N.S.*—Under agreement with W. H. McKinley, hand dredging. Quantity removed, 781.2 cubic yards, place measurement, class "B," sand, gravel, at \$1.25 per cubic yard. Amount passed for payment, \$976.50. Work done in September. Object of work: Removal of tide deposit from along face of wharf to make vessel berth.
- Tiffin, Ont.*—Under contract No. 14978 with Randolph Macdonald Co., dredge *R.M.C. No. 10*. Quantity removed, 300 cubic yards, scow measurement, class "B," cinders, at 90 cents per cubic yard. Amount passed for payment, \$270. Work done October 27. Object of work: Removing shoal spots at Tiffin elevator.
- Tittle Passage, N.S.*—Under day labour with District Engineer Locke. Quantity removed, 50 cubic yards, place measurement, boulders, gravel, hardpan. Amount passed for payment, \$497.92. Work commenced October 2, completed October 31. Object of work: Dredging portion of channel to facilitate navigation.
- Tobin Rapids, North Saskatchewan River, Sask.*—Under day labour with District Engineer Goodspeed. Amount passed for payment, \$37.75. Work commenced February, completed March. Object of work: To improve navigation by removing boulders.
- Toronto, Eastern Entrance, Ont.*—Under contract No. 14892 with National Sand and Material Co., dredge *O'Connor-Dick*. Quantity removed, 42,483.3 cubic yards, scow measurement, class "B," sand, at 40 cents per cubic yard. Amount passed for payment, \$16,993.32. Work commenced June 1, completed July 9. Object of work: To maintain a depth of 21 feet in channel.

- Toronto, Western Channel, Ont.*—Under contract No. 14892 with National Sand and Material Co., dredge *O'Connor-Dick*. Quantity removed, 17,169.6 cubic yards, place measurement, class "B," sand, silt, at 40 cents per cubic yard. Amount passed for payment, \$6,867.84. Work commenced July 10, completed August 12. Object of work: To remove shoal areas and improve approach and channel.
- Trait Carré, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$200.20. Object of work: Removing rocks and boulders which were endangering access to beach.
- Trois Ruisseaux, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$289.85. Work done in September. Object of work: Removing boulders which constituted a danger to fishermen.
- Trois Ruisseaux Est, P.Q.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$99.99. Work done in September. Object of work: Removing boulders interfering with fishing boats.
- Valleyfield, P.Q.*—Under contract No. 15005 with Les Chantiers Manseau, dredge *B.S.L. No. 1*. Quantity removed, 1,772.4 cubic yards, place measurement, class "A," boulders, at \$9 per cubic yard; 28,792.9 cubic yards, place measurement, class "B," hardpan, at 85 cents per cubic yard. Amount passed for payment, \$31,770.92. Inspection, etc., \$294.06. Total expenditure, \$32,064.98. Work commenced August 10, completed September 29. Object of work: Deepening channel in lake St. François.
- Victoria Harbour, Scott & Peden Wharf, B.C.*—Under agreement with Northwestern Dredging Co., Ltd., dredge *Burrard No. 2*. Quantity removed, 1,034 cubic yards, place measurement, class "B," clay, silt, at 45 cents per cubic yard. Amount passed for payment, \$465.30. Inspection, \$12. Total expenditure, \$477.30. Work commenced March 8, completed March 9. Object of work: To provide sufficient water for vessels to berth at low tide.
- Victoria Harbour, Hospital Rock, B.C.*—Under contract No. 15167 with Northwestern Dredging Co., Ltd., dredge *Burrard No. 2*. Quantity removed, 2,423.5 cubic yards, place measurement, class "A," dioritic gneiss, at \$7.90 per cubic yard. Amount passed for payment, \$19,145.65. Inspection, \$525. Total expenditure, \$19,670.65. Work commenced December 3, completed March 12. Object of work: To improve navigation.
- Victoria, City of Victoria Asphalt Plant, B.C.*—Under agreement with Northwestern Dredging Co., Ltd., dredge *Burrard No. 4*. Quantity removed, 6,062.3 cubic yards, place measurement, class "B," clay silt, at 63 cents per cubic yard. Amount passed for payment, \$3,819.25. Inspection, \$86. Total expenditure, \$3,905.25. Work commenced January 16, completed January 30. Object of work: To permit scows to reach wharf with road-making material.
- Victoria Harbour, James Lee & Sons' Lumber Mill, B.C.*—Under agreement with Northwestern Dredging Co., Ltd., dredge *Burrard No. 4*. Quantity removed, 4,730.25 cubic yards, place measurement, class "B," clay, silt, at 63 cents per cubic yard. Amount passed for payment, \$2,980.05. Inspection, \$33. Total expenditure, \$3,013.05. Work commenced February 1, completed February 6. Object of work: To allow loading of scows at wharf.
- Victoria Harbour, Walkers & Sons' Wharf, B.C.*—Under contract No. 15039 with Pacific Construction Co., Ltd., dredges *Burrard No. 4* and *John A. Lee*. Quantity removed, 6,122 cubic yards, place measurement, class "B," clay, silt, piles, at 35 cents per cubic yard. Amount passed for payment, \$1,954.53. Inspection and advertising, \$105.25. Total expenditure, \$2,059.78. Work commenced October 3, completed October 22. Object of work: To enable tug boats and small steamers to come to the coal wharves for bunkering at all tides.
- Victoria Harbour, Marine Dept. Wharf, B.C.*—Under contract No. 15039 with Pacific Construction Co., Ltd., dredge *John A. Lee*. Quantity removed, 626.4 cubic yards, place measurement, class "B," ashes, clay, silt, at 38 cents per cubic yard. Amount passed for payment, \$214.23. Inspection, \$12. Total expenditure, \$226.23. Work commenced October 24, completed October 26. Object of work: To provide better berthing accommodation.
- Victoria Harbour, Cameron Lumber Co., Ltd., B.C.*—Under contract No. 15039 with Pacific Construction Co., Ltd., dredge *Burrard No. 4*. Quantity removed, 19,767 cubic yards, place measurement, class "B," clay, silt, at 38 cents per cubic yard. Amount passed for payment, \$6,766.31. Inspection, \$223. Total expenditure, \$6,983.31. Work commenced November 21, completed January 4. Object of work: To provide sufficient water at two of company's berths to allow tugs and scows in at all tides.
- Victoria Harbour, Lemon, Gonnason & Co.'s Lumber Mill, B.C.*—Under contract No. 15039 with Pacific Construction Co., Ltd., dredge *John A. Lee*. Quantity removed, 11,273 cubic yards, place measurement, class "B," clay, silt, piles, at 32 cents per cubic yard.



Amount passed for payment, \$3,370.60. Inspection and advertising, \$100.17. Total expenditure, \$3,470.77. Work commenced September 14, completed October 2. Object of work: To allow scows to load lumber at wharf.

*Wallace, N.S.*—Under contract No. 14987 with Halifax Dredging Co., dredge *Ferguson*. Quantity removed, 9,775 cubic yards, scow measurement, class "B," mud, at 75 cents per cubic yard. Amount passed for payment, \$7,331.25. Inspection and advertising, \$85.89. Amount paid, \$4,994.16. Balance due, \$2,422.98. Total expenditure, \$7,417.14. Work commenced July 15, completed July 29. Object of work: To provide a channel from deep water harbour to the wharf, and berthing facilities at wharf.

*Wentworth, N.S.*—Under agreement with Wentworth Gypsum Co., hand dredging. Quantity removed, 8,537 cubic yards, place measurement, class "B," mud, ice, at 25 cents and 75 cents per cubic yard. Amount passed for payment, \$4,439.79. Work commenced April 1, completed July 30. Object of work: Opening up Avon river to facilitate gypsum shipping.

*West Dublin, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 1,000 cubic yards, place measurement, class "B," mud, sand. Total expenditure, \$480. Work commenced October 5, completed October 16. Object of work: Dredging main channel and small channels to fish stands.

*Windsor, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 4,500 cubic yards, place measurement, class "B," mud. Total expenditure, \$2,738.53. Work commenced April 1, completed June 29. Object of work: To improve water frontage beyond our wharf at Windsor and in front of other wharves.

*Yarmouth Bar, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 111 cubic yards, place measurement, class "B," sand, gravel, boulders. Total expenditure, \$92.92. Work commenced March 18, completed March 24, 1925. Object of work: To remove a bank that had washed into boat channel, which is used by lobster fishermen at low tides.

*Yarmouth, N.S.*—Under day labour with District Engineer Locke, hand dredging. Quantity removed, 500 cubic yards, place measurement, class "B," mud. Amount passed for payment, \$495.25. Object of work: To enable fishermen to get to cold storage wharf at low tide.

## SUMMARY FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1925-26

## MARITIME PROVINCES

Dredge	Date	Locality	Material	Cubic yards removed	Cost Locality	Total Expenditure	Cost per cubic yard
					\$ cts.	\$ cts.	\$ cts.
"No. 1".....	May 7-July 3 and 20-21 and July 27 and Aug. 4 and Aug. 4, 19, 20, 22, 27, 28 and Sept. 3-10 and 12-21 and Oct. 9-Nov. 13.	Chatham, N.B.—Horse Shoe.	Sand, fine sand and gravel.	104,920	37,463 28	.....	0-357
		Chatham, N.B.—Lump.....	Fine sand.....	46,100	17,909 27	.....	0-388
		Chatham, N.B.—Haystack...	Oyster shells and mud.	17,741	5,391 06	.....	0-304
"No. 2".....	May 8-Oct. 2...	Liverpool, N.S.—Channel....	Fine sand, mud and sawdust.	168,761	.....	60,763 61	0-360
				77,442	.....	50,031 47	0-646
"No. 4"..... (See Ontario and Quebec report for balance of work)	June 17-July 4...	Caraquet, N.B.—Wharf.....	Mud, stone and sand	7,239	4,426 33	.....	0-611
	July 6-10.....	Shippigan, N.B.—Savoy's Landing.	Sand and stone.....	1,458	953 36	.....	0-654
"No. 5".....	July 11-Sept. 22.	Buctouche, N.B.—Channel....	Sand and mud.....	29,917	19,612 07	.....	0-656
	June 1-July 22...	Yarmouth, N.S.—Channel....	Mud, stone, gravel and clay.	38,614	.....	24,991 76	0-647
		Antigonish, N.S.—Channel....	Sand, clay, gravel and stone.....	70,589	26,237 25	.....	0-372
	July 23-Nov. 13.	Antigonish, N.S.—Channel....	Sand, clay, gravel and stone.....	73,970	35,132 17	.....	0-475
				144,559	.....	61,369 42	0-425





## SUMMARY FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1925-26—Continued

## ONTARIO AND QUEBEC

Dredge	Date	Locality	Material	Cubic yards re-moved	Cost Locality	Total Expenditure	Cost per cubic yard
					\$ cts.	\$ cts.	\$ cts.
"No. 1 Q. & R"	April 11-May 29.	Thames River, Ont., mouth.	Sand and clay.....	54,384	9,222 97		0-1696
	May 30-June 3....	Ford City, Ont.....	Sand and clay.....	4,326	856 03		0-1979
	June 4-July 4....	Sarnia, Ont., Dominion Salt Co.	Sand, clay, mud and silt.	34,917	5,633 19		0-1613
	July 6-15.....	Sarnia, Ont., Imperial Oil Ltd.	Sand and clay.....	12,978	2,126 25		0-1638
	July 16-Sept 25	Sydenham River, Ont.....	Sand and clay.....	89,610	16,347 32		0-1824
	and Nov. 19-Dec. 3.						
	Sept. 26.-Nov.18	Thames River, Ont.....	Sand, clay and mud.	50,367	9,581 95		0-1902
"No. 4" (see Mar. Provs. report for balance of work)	May 19-June 9..	Bonaventure, Que., wharf....	Sand, gravel and mud.	246,582		43,767 71	0-1775
	June 10-13.....	Carleton, Que., wharf....	Mud and gravel.....	6,482	5,576 63		0-860
	June 15-16.....	Miguasha, Que., wharf....	Mud and stone.....	1,316	1,097 04		0-834
	Sept. 23-Nov. 4.	Magdalen Islands, Que.....	Towing.....	200	365 68		1-828
					10,351 92		
				7,998		17,361 27	2-174
"No. 103"		Laid up at Ottawa, Ont.....				3,763 91	
"No. 109"		Laid up at Goderich, Ont.....				2,039 21	
"No. 110"	May 11-June 6..	Ste. Anne de Beaupré, Que.....	Hardpan, clay, sand and boulders.	20,726	12,465 14		0-6014
	June 8-15.....	Grosse Isle, Que.....	Mud.....	9,796	3,654 70		0-3731
	June 16-20.....	St. Jean Port Joli, Que.....		200	217 54		1-0877
	June 22-24.....	Tadoussac, Que.....	Gravel, sand and boulders.	270	1,196 48		4-4314
	June 25-July 17..	Port Alfred, Que.....	Mud, sawdust and pulp.	21,697	11,790 76		0-5434
	July 18-Oct. 24..	Chicoutimi, Que.....	Hardpan, boulders, clay, gravel and sand.	51,620	43,899 91		0-8504
				104,309		73,224 53	0-7020
"No. 112"		Disposed of at Sturgeon Falls, Ont.	Gratuity to caretaker.			360 00	
"No. 116"	May 5-June 20..	Batiscan River, Que.....	Sand.....	62,520	26,681 96		0-4268
	June 22-July 2..	Rimouski, Que.....	Stone.....	240	275 55		1-1481
	July 3.....	Father Point, Que.....	Stone.....	240	275 55		1-1481
	July 4-Oct. 10..	Matane, Que.....	Clay, gravel and boulders.	98,384	56,394 92		0-5732
	Oct. 12, Nov. 17	Charlemagne, Que.....	Clay.....	31,560	13,134 32		0-4162
				192,944		96,762 30	0-5015
"No. 117"	April 2-Aug. 13 and Aug. 29-Dec. 8.	Port Burwell, Ont.....	Sand, silt, clay, stone, mud, slush and timber.	252,649	51,807 34		0-2051
	Aug. 14-28.....	Port Maitland, Ont.....	Clay, gravel, gumbo and mud.	15,838	2,887 84		0-1823
				268,487		54,695 18	0-2037
"No. 121"	May 6-27.....	Charlemagne, Que.....	Sand, clay, sawdust and logs.	5,762	2,649 71		0-4599
	May 28-July 25..	Repentigny, Que.....	Sand, clay and boulders.	18,605	7,735 31		0-4158
	July 27-Aug. 8..	Varennes, Que.....	Clay and boulders..	1,716	1,245 83		0-7260
	Aug. 10-Oct. 13.	Contrecoeur, Que.....	Sand and clay.....	20,399	8,981 14		0-4409
	Oct. 13-22.....	Lavaltrie, Que.....	Clay.....	2,930	1,301 61		0-4442
	Oct. 23-Nov. 19.	St. Charles, Que.....	Clay.....	5,230	2,333 61		0-4462
				54,612		24,247 21	0-4440
"No. 123"	May 8-July 4...	River Beaudette, Que.....	Sand, mud, clay, quicksand and timber.	43,448	19,659 04		0-4525
	July 6-Aug. 22..	Valleyfield, Que.....	Clay, hardpan & boulders.	17,172	17,080 55		0-9947
	Aug. 24-Sept. 16.	Como, Que.....	Clay.....	18,724	7,750 34		0-4139
	Sept. 17-21.....	Caughnawaga, Que.....	Clay and stone.....	1,520	1,669 30		1-0982
	Sept. 22-Nov. 25	Lachine, Que.....	Hardpan, stone, timber (barges).	17,640	18,570 98		1-0528
				98,504		64,730 21	0-6571
"No. 126"	May 21, July 30.	The Narrows, Magdalen Islands, Que.	Sand, shells, mud, eel grass.	10,860	2,989 37		0-2755
	July 31-Aug. 6..	Point-aux-Loups, Que.....	Shells, mud, roots, eel grass.	949	328 10		0-3457
	Aug. 7-Sept. 7..	Grande Entry, Que.....	Hardpan, gravel, clay and sand.	3,137	1,642 83		0-5236
	Sept. 8-30.....	Old Harry, Que.....	Mud, sand, roots and eel grass.	3,100	771 80		0-2489
	Oct. 1.-Dec. 2..	Grosse Isle, Que.....	Mud, sand, roots, eel grass and shells...	6,266	2,041 51		0-3259
				24,302		7,773 61	0-3198

## SUMMARY FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1925-26—Continued

## ONTARIO AND QUEBEC—Concluded

Dredge	Date	Locality	Material	Cubic yards removed	Cost Locality	Total Expenditure	Cost per cubic yard
					\$ cts.	\$ cts.	\$ cts.
"Harricana"...	May 21-25.....	Lake Malartic, Que.....	Sand, clay, hardpan and boulders.	621	547 03	.....	0-8809
	May 26-July 11..	Malartic River, Que.....	Clay.....	6,621	4,864 36	.....	0-7347
	July 13-Oct. 22..	Kewagami Portage, Que.....	Clay, sod, muck and brush.	17,290	10,831 18	.....	0-6264
				24,532	.....	16,242 57	0-6621
Spare Tugs "Alva" and "Archie Stewart".		Laid up at Ottawa, Ont.....				71 80	.....
Dump Scows "Don R." and "Wm. Q".		Laid up at Ottawa, Ont.....				1,129 79	.....
Victoria Island Shipyards.		Maintenance.....				1,792 96	.....
Victoria Island Shipyards.		Repairs.....				1,086 65	.....
Victoria Island Shipyards.		Contingencies.....				1,365 69	.....
Haileybury Shipyards.						836 37	.....
Construction of Scow at l'Anse au Beaufils, Que. (Amiot) (To be called Dredge "No. 127").						6,294 73	.....
Messages.....						481 95	.....
Printing and Stationery.....						21 86	.....
Construction of 2 New Steel Coal Scows, by Dominion Bridge Co., for Dredges "No. 116" and "No. 123".						30,425 00	.....
Advertising.....						11 20	.....
Pattern Ware- house.		Ottawa, Ont.....				320 03	.....
						448,835 74	.....

Credits, Dredging Ontario and Quebec not deducted from different items of expenses or total—

Dredge "Q. & R. No. 1", Rental.....	\$	692 13
Dredge "No. 117".....		84 00
Victoria Island Shipyards various items—.....		613 63
	\$	1,389 76

## MANITOBA SASKATCHEWAN AND ALBERTA

"N° 202".....	May 12-Aug. 19.	Selkirk, Man.—West Slough..	Clay and sand.....	26,173	9,314 88	.....	0-356
	Aug. 20-31.....	Winnipeg, Man.—Brown and Rutherford's Wharf.	Clay and sand.....	2,655	760 70	.....	0-287
	Sept. 1-Oct. 28..	Selkirk, Man.—Sugar Point..	Clay, sand and gravel.	14,314	5,108 65	.....	0-357
				43,142	.....	15,184 23	0-352
"No. 204".....	Laid up at Sel- kirk, Man.					1,337 96	.....
"No. 205".....	May 14-26.....	Selkirk, Man.—West Slough..	Mud.....	2,897	2,171 69	.....	0-750
	May 27-July 1..	Block Island, Man.....	Clay and boulders..	4,390	6,139 97	.....	1-399
	July 2-Sept. 23..	George Island, Man.....	Sand, boulders and hard pan.	3,570	8,449 86	.....	0-267
	Sept. 24-Oct. 28.	Sugar Island, Man.....	Sand, boulders and hardpan.	9,660	6,436 12	.....	0-666
				20,517	.....	23,197 64	1-131
"No. 208".....	May 21-Sept. 28.	Cumberland Lake, Sask.....	Clay.....	12,284	.....	10,370 06	0-844
"Plamondon".....	Laid up at Horse Creek, Alta.					887 73	.....
"Red River".....	May 26-Aug. 7 and Aug. 22- Oct. 3.	Red River, Man.—Mouth....	Hard sand and silt.	82,413	13,525 62	.....	0-164
	Aug. 18-21.....	Victoria Beach, Man.....	Sand and clay.....	2,835	594 82	.....	0-210
				85,248	.....	14,120 44	0-166



## SUMMARY FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1925-26—Continued

## MANITOBA SASKATCHEWAN AND ALBERTA—Concluded

Dredge	Date	Locality	Material	Cubic yards removed	Cost Locality	Total Expenditure	Cost per cubic yard
					\$ cts.	\$ cts.	\$ cts.
"Winnipegosis"	May 14-Aug 1 and Sept. 4-Oct. 23.	Winnipegosis, Man.....	Clay and gravel.....	14,272	13,287 97	.....	0-931
	Aug. 3-Sept. 3...	Snake Island, Man.....	Clay and boulders..	3,570	4,136 39	.....	1,150
				17,842	.....	17,424 36	0-977
Tug "Vaughan"		General work.....				1,823 89	.....
Tug "Parkdale,"		Laid up at Selkirk, Man.....				375 61	.....
Coal Barge "No. 3"		Laid up at Selkirk, Man.....				140 00	.....
						84,861 92	

## CREDIT NOT DEDUCTED FROM ABOVE

Tug "Friday"..... Rental..... 37 00

## BRITISH COLUMBIA

"No. 301".....		Laid up at Victoria, B.C.....				3,089 21	.....
"No. 302".....	April 1.....	Procter Narrows, B.C.....	Gravel and boulders	225	104 02	.....	0-462
	April 2-14.....	Procter Outlet, B.C.....	Clay and boulders..	1,155	1,036 97	.....	0-898
	April 15-18.....	Nelson, B.C.—Storeyard..	Soft clay.....	900	308 81	.....	0-343
	Oct. 20-29.....	Longbeach, B.C.—Ferry Landing.	Sand and gravel...	2,676	679 39	.....	0-254
	Oct. 30-31 and Oct. 9-11.	Cedar Creek, B.C.....	Silt.....	700	318 56	.....	0-439
	Nov. 2-7.....	Riondel, B.C.....	Gravel, rock and boulders.	730	630 63	.....	0-864
	Nov. 12-14.....	Procter, B.C.....	Sand, rock and clay	585	208 04	.....	0-356
	Nov. 16-Mar. 31	Kootenay Landing, B.C.....	Sand, clay and silt.	39,725	9,608 87	.....	0-242
				46,721	.....	12,895 29	0-276
"No. 305".....	Apr. 1-May 12.....	Port Mann, B.C.....	Fine sand.....	91,440	7,345 94	.....	0-0803
	May 25-June 2 and June 6-20.	Indian Reserve—North Arm Fraser River.	Sand and silt.....	47,540	4,027 27	.....	0-0847
	June 3-5 and June 22-July 28 and Aug. 1-20 and Jan. 25-Mar. 20	Fraser River—King Edward New Cut.	Sand.....	550,410	37,532 77	.....	0-0682
	July 28-31.....	Fraser River—Oilery Slough.	Sand and silt.....	15,780	1,121 97	.....	0-0711
	Aug. 21-24.....	Steveston—London Landing...	Sand.....	3,265	425 17	.....	0-1302
	Sept. 14-23.....	Ladner, B.C.....	Sand and silt.....	23,840	2,054 97	.....	0-0861
	Sept. 24-Nov. 3 and Dec. 9-Jan. 23.	Fraser River—Annieville Bar.	Sand and silt.....	195,120	12,483 36	.....	0-0640
	Nov. 4-17.....	Fraser River—Can. Western Lumber Co.	Sand and clay.....	18,370	1,984 11	.....	0-1080
	Nov. 18-25.....	Fraser River, Timberland Lumber Co.	Sand and silt.....	18,135	1,830 58	.....	0-1009
	Nov. 25-Dec. 1.	Fraser River—B. C. Gypsum Co.	Sand and silt.....	8,630	956 62	.....	0-1108
	Dec. 2-8.....	Fraser River—North Arm. Independent Shingle Co.	Sand and debris.....	9,515	1,074 73	.....	0-1130
	March 22-31.....	Fraser River—Woodwards Slough.	Sand.....	33,938	1,889 63	.....	0-0557
				1,015,983	.....	72,727 12	0-0716
	Apr. 1-June 13...	Fraser River—King Edward Cut.	Sand, silt and clay.	150,480	12,435 36	.....	0-0826
	June 15-Sept. 4 and Nov. 16-Dec. 12 and Jan. 11-16.	Fraser River—King Edward New Cut.	Sand, silt and clay..	419,628	33,061 32	.....	0-0788
	Sept. 4-12 and Sept. 25-Nov. 14 and Jan. 18-Mar. 31 and Dec. 4-Jan. 9.	Fraser River—Sand Heads...	Sand, silt and clay..	282,744	24,093 51	.....	0-0852
				852,852	.....	69,590 19	0-0816

SUMMARY FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1925-26—*Concluded*BRITISH COLUMBIA—*Concluded*

Dredge	Date	Locality	Material	Cubic yards removed	Cost Locality	Total Expenditure	Cost per cubic yard
					\$ cts.	\$ cts.	\$ cts.
"No. 306".....	Apr. 13-28.....	Vancouver Harbour—1st Narrows.	Gravel.....	35,100	8,681 80	.....	0-2473
	May 4-July 8 and July 27-Oct. 10 and Oct. 19-Nov. 16.	Vancouver Harbour—2nd Narrows.	Gravel.....	296,920	75,485 09	.....	0-2542
	Dec. 16-Mar. 13 and Mar. 21-31	Vancouver—Coal Harbour....	Mud, rock and boulders.	120,360	45,069 64	.....	0-3745
				452,380	.....	129,236 53	0-2857
"No. 309".....	May 4-16.....	Little River—Channel.....	Sand and gravel....	4,823	717 76	.....	0-1488
	May 18-July 21..	Salmon Arm.....	Clay.....	24,411	3,475 89	.....	0-1424
	July 22-23.....	Wilcox Landing.....	Clay.....	670	116 76	.....	0-1743
	July 24-25.....	Canoe.....	Fine sand.....	770	126 33	.....	0-1641
	July 27-29.....	Chase.....	Gravel.....	240	65 08	.....	0-2712
				30,914	.....	4,501 82	0-14 5
"No. 311".....	Apr. 1-25.....	Burton—Deer Rock Bar.....	Boulders and coarse gravel.	14,245	1,703 36	.....	0-1196
	Sept. 30-Nov. 11 and Jan. 22-Feb. 19 and Mar. 9-16.	Goose Island.....	Sand, gravel and snags.	56,861	6,726 40	.....	0-1183
	Nov. 12-Dec. 5.	Arrowhead,—C.P.R.....	Sand.....	14,815	1,628 76	.....	0-1099
	Dec. 7-Jan. 4....	Two Beacon Bar.....	Sand.....	18,795	1,877 43	.....	0-0999
	Jan. 5-21 and Feb. 20-Mar. 8 and Mar. 17-19	Cottonwood Dam.....	Sand.....	20,920	2,809 92	.....	0-1343
	Mar. 20-31.....	Deer Rock Cut.....	Boulders and coarse gravel.	5,325	839 25	.....	0-1576
				130,961	.....	15,585 12	0-119
Tug "Petrel".....		Laid up at Vancouver, B.C.....				644 99	.....
Rock Breaker "No. 1".....		Laid up at Vancouver, B.C.....				3,944 20	.....
Rock Breaker "No. 2".....		Laid up at Vancouver, B.C.....				2,516 71	.....
Drill Plant.....		Laid up at New Westminster, B.C.				246 94	.....
Construction Fuel Barge for Dredge "No. 302".						1,224 35	.....
Construction Fuel Barge for Dredge "No. 311".						4,955 85	.....
						321,158 32	

## CREDITS NOT DEDUCTED FROM ABOVE

Tug Point Grey.....	75 00
Dredge No. 305.....	1,000 00
Dredge No. 305.....	2,100 00
	<u>3,175 00</u>



## DRY DOCKS

## CHAMPLAIN DRY DOCK

The operation and maintenance of the dock were carried on by the regular staff, and the following works executed: repairs were made to the brickwork, arches, baffle-plates, water-fronts, clinker breakers, etc., of the steam boilers, to the steam and water feed pipe lines and their asbestos covering, to the asbestos covering of the steam drums of the boilers, and to two of the gears of the hauling chains of the rolling caisson; 350 grate bars were renewed; eight new links with their shafts were added to the hauling chains of the rolling caisson; six large steel sluice gates were installed on the outside face of the rolling caisson entrance gate, to close the six 42-inch filling-in culverts during winter, and also in cases of emergency; the 6-inch wooden planking of the rolling caisson folding deck bridge was renewed; a compressed air pipe line, with necessary connections, was installed in the boiler room and pump house; the seven large filling-in and emptying sluice gate valves were scraped and painted; repairs were made to the concrete surface drains in the flooring, and also to the concrete flooring of the dry dock; and general repairs were made and painting done to the buildings.

The dock was occupied for 279 days by twenty-two ships of a total tonnage of 64,902 tons.

Three Canadian Government vessels occupied the dock for thirty-eight days of this period.

## LORNE DRY DOCK

The following works were executed: the steam and water feed pipe lines, with their asbestos covering, and the brickwork and arches of the steam boilers were repaired; general repairs were made to the macadam road; and the buildings were repaired and painted.

The dock was occupied for 284 days by eighteen ships of a total tonnage of 30,350 tons.

Four Canadian Government vessels occupied the dock for twenty-nine days of this period.

## ESQUIMALT NEW DRY DOCK

P. Lyall & Sons Construction Company, Limited, were awarded, in January, 1921, a contract for the construction of the dock basin.

All the work in the dock area was completed by the first week in June, 1925, and the work of removing the cofferdam was then commenced. After the removal of the cofferdam, the dredging in the entrance channel and submarine rock excavation were carried through to completion, allowing for the setting of the one remaining crib in the landing wharf.

The main items of work, exclusive of the removal of the cofferdam, done during the fiscal year, were: dredging 13,000 cubic yards; excavating 1,764 cubic yards of ordinary rock, 158 cubic yards of rock in trenches, 10,060 cubic yards of submarine rock, and 1,122 cubic yards of loose rock; and placing 1,516 cubic yards of class 1 concrete, 4,450 cubic yards of class 2 concrete, 4,980 pounds of rock bolts, 1,500 pounds of reinforcing steel, 5,620 cubic feet of granite, 8,229 cubic yards of puddle filling, 2,836 lineal feet of air and water pipes, 1,480 lineal feet of 2½-inch hose and connections, 1,000 lineal feet of hand railing, 9,155 square yards of roadway, 436 tons of rubble stone mound, 185 cubic yards of top dressing for mound, 232 cubic yards of cribwork, and 31,200 feet b.m. of oak caps for keel blocks.

The total value of work done under this contract up to March 31, 1926, was \$4,788,853.76, and an allowance has been made for material on site. The value of work done during the fiscal year was \$391,028.10.

Work on the contract, awarded to Hodgson, King & Marble for the supply and installation of machinery, progressed as rapidly as the equipment could be procured, with the result that the installation of pumps, motors, etc., was completed in time for test runs in February, 1926. These tests were very satisfactory, and the results showed the efficiency to be greater than was anticipated in the contract. The total value of the work done on this contract up to March 31, 1926, was \$339,172.88, of which amount \$81,567.88 was for work done during the fiscal year. There still remains the completion of the lighting system, and the setting of three capstans on the south side of the dock. This work will be finished as soon as the backfill operations under the main contract will permit.

Another contract was awarded to Hodgson, King & Marble, in April, 1925, for the construction of a transformer house of similar design to that of the pump house. Under an agreement with the British Columbia Electric Railway Company, this company was to pay half the cost of the building, up to a maximum payment of \$5,000. The building was completed in June, 1925, at a final cost of \$9,410.50.

In March, 1925, a contract was awarded to Messrs. Yarrows Limited for the construction of the two steel floating caissons required for the dock. Subsequently, this firm was allowed to sublet the fabrication of the steel work to the Canadian Bridge Company of Walkerville, Ontario. The first shipment of steel arrived at Esquimalt in July, 1925, and from that date good progress was made, with the result that at the end of the fiscal year the 49-foot caisson had been completed, delivered and tested, and is being used in position in the dry dock, while the 46-foot caisson was completed to deck No. 3, and is ready to be launched as soon as there is a favourable tide. The total value of work done on this contract up to the end of the fiscal year was \$330,981.08, while an allowance of \$14,416.56 had been made for material on site.

On January 30, 1926, a contract was executed with the Canadian Ingersoll-Rand Company, Limited, for the supply and erection of an air compressor complete with motor, exciter, control equipment, air receiver, after cooler, air filter and spare parts. The total amount of the contract is \$20,776, and the date of completion stipulated is May 15, 1926. The equipment arrived at Esquimalt in March, 1926, and up to the end of that month, work to the value of \$17,091 had been done.

An Order in Council was passed on February 27, 1926, authorizing the purchase of a 100-ton stiff leg derrick from the Eastern Equipment Company for the sum of \$45,000, delivered at Esquimalt. This derrick was shipped from New York on March 20, 1926, and is due to arrive at Esquimalt before the end of April. The total cost erected will be about \$85,000, and the erection should be completed early in the summer of 1926.

#### ESQUIMALT OLD DRY DOCK

Two improved sanitary urinals were built, and two drinking fountains were installed. The old wooden building, containing the ships officers' and stewardesses' toilets, was pulled down, and replaced with a modern reinforced concrete structure, fitted with the latest sanitary appliances. Electric heaters were installed to keep out the frost. The energy for these heaters was taken from the surplus supplied to the electric pump, permission having been obtained from the British Columbia Electric Railway Company. As the old wooden ladders, seven on each side of the dock, leading from the coping to the floor, were rotten and unsafe, they were taken out, and an iron ladder, made by the engine room staff, was fitted about half way down the centre of the dock on each side. The flag pole, on the east side of the dock, was moved over to the position of the gantry, rigged and fitted with a derrick for lifting the draw bar and brackets from the caisson when moving it to the outer stop. A large portion of the sloping ramp, at each side of the head of the dock, was cut away and trimmed



to allow the larger type of bluff-bowed vessels to be docked with safety. Fifteen new oak keel blocks were purchased through the Naval Stores Branch, and fitted where necessary. The timber chutes, at the head of the dock, were replaced by a more suitable type. These chutes are now only used for bilge blocks and shores, anything larger being handled with the electric crane. A water service main was laid to the coping of the dock on the east side, to give a more adequate supply of fresh water for washing down in the dock. Five keel blocks, at the upper end of the dock, were removed, and the bed places cemented up. A concrete surface drain was constructed at the northeast corner of the dock grounds, to drain the area which was always flooded in wet weather. The small store shed on the west side was lengthened 15 feet, and placed on a concrete foundation, this extra accommodation being necessary to take the place of the old pitch house which has been pulled down. An improved type of crane trolley was constructed and fitted by the engine room staff to overcome, as much as possible, the jumping off due to the uneven alignment of the track. About 1,000 feet of new fencing with gates was built from the navy yard around to the carpenters' shop. A cement floor was laid over a portion of the basement of the chief steam engineer's house. A new furnace was installed in the dockmaster's house. Twenty-six vessels, having a total tonnage of 113,103 tons, were docked for repairs, cleaning and painting, the dock being occupied sixty-eight days.

## SELKIRK MARINE RAILWAY

The marine railway was operated throughout the season. Thirty vessels, including scows, were hauled out.

## FERRIES

STATEMENT OF FERRY LICENSES IN FORCE DURING FISCAL YEAR ENDED  
MARCH 31, 1926

Place	Annual Fee
Kingston—Cape Vincent.....	\$ 25 00
Port Lambton—Roberts Landing.....	1 00
Walkerville—Detroit.....	1 00
Windsor—Detroit.....	1 00
Calumet—L'Orignal.....	25 00
Buckingham—Cumberland.....	5 00
Montebello—Alfred.....	10 00
Point Albino—Buffalo.....	50 00
Gananoque—Clayton.....	3,000 00
Cross Point—Campbellton.....	10 00
Brockville—Morristown.....	1 00
Fassett—St. Thomas d'Alfred.....	10 00
Morrisburg—Waddington.....	25 00
Courtwright—St. Clair.....	10 00
Pembroke—Allumette Island.....	130 00
Sault Ste. Marie—Sault Ste. Marie.....	100 00
Fitzroy—Onslow.....	5 00
La Passe—Fort Coulonge.....	204 00
Rainy River—Towns of Beaudette and Spooner.....	50 00
Rockliffe—Gatineau.....	50 00
Niagara—Youngstown.....	40 00
Erie Beach—Buffalo.....	50 00
Prescott—Ogdensburg.....	1 00
Rockport—Alexandria Bay.....	25 00
Fort Erie—Buffalo.....	50 00
Sombra—Marine City.....	1 00
Walpole—Algonac.....	1 00

# GOVERNMENT TELEGRAPH SERVICE

J. E. Gobeil, General Superintendent

Location of Lines	Year constructed	Length of Lines			Number of Offices	Messages sent	
		Miles of Pole Line	Miles of Wire	Cables		1925	1926
<i>Newfoundland</i> .....	1883	14	14	—	2	—	—
<i>Nova Scotia</i> .....	1880-1916	787½	925½	64½	101	22,838	22,929
<i>New Brunswick</i> —							
Chatham-Escurminac.....	1885-1919	86½	109½	—	6	9,416	8,990
Bay of Fundy.....	1880-1916	36	65	50½	30	5,192	5,254
<i>Quebec</i> —							
Magdalen Islands.....	1880-1910	82½	200½	34½	3	3,812	4,418
Anticosti Island.....	1881-1890	25½	25½	44½	8	752	—
North Shore St. Lawrence.....	1881-1915	1,038	1,041½	9½	72	37,596	39,899
Chicoutimi District.....	1881-1912	162	172	—	11	12,859	14,047
Quarantine System.....	1885-1912	54½	152½	25½	8	11,173	12,651
Quebec County.....	1909-1914	73	97½	—	9	10,641	8,961
Timiskaming.....	1910-1912	104	104	—	18	—	—
<i>Ontario</i> —							
Pelelee Island.....	1889-1901	—	—	17½	—	1,582	1,485
Manitoulin Island.....	1914	7½	7½	2½	—	—	—
Cockburn Island.....	1914	5½	5½	—	—	—	—
<i>Saskatchewan</i> —							
Moose Jaw-Willow Bunch.....	1885-1919	84	84	—	4	9,682	8,995
Battleford-Ile La Crosse.....	1912	302	324	—	9	—	—
Lloydminster-Onion Lake.....	1883-1913	42	42	—	2	—	—
<i>Alberta</i> —							
Edmonton-Hudson's Hope Loops and Branches.....	1883-1919	792	819½	—	20	—	—
Athabaska-Ft. McMurray and Branches.....	1914-1919	323	323	—	6	—	—
Onion Lake-Elk Point.....	1883-1919	58½	58½	—	2	—	—
<i>British Columbia</i> —							
Mainland.....	1899-1922	1,768½	3,422½	13½	276	148,649	156,064
Vancouver Island.....	1896-1914	1,303½	1,638	90½	167	123,343	134,503
<i>Yukon</i> —							
Ashcroft-Dawson-Boundary and Branches.....	1899-1916	3,243	3,705½	2½	296	80,449	81,966
Queen Charlotte Island.....	1913-1914	102	102	—	16	—	—
		10,721½	13,665½	354½	1,066	499,358	522,796

## TELEGRAPH SYSTEMS OF THE DOMINION

As a matter of general interest, pursuant to the statement submitted last year the latest figures to hand showing the extent of telegraph lines in operation in the Dominion are as given hereunder:—

Canada	Length of Miles				Length of Conductors in Miles				Number of Offices
	Aerial	Under-ground	Sub-marine	Total	Aerial	Under-ground	Sub-marine	Total	
Canadian National Telegraphs.....	23,674	15	17	23,706	123,511	1,141	117	124,769	2,075
Government Telegraph Service.....	10,721½	—	354½	11,076½ <sup>12</sup>	13,665½	—	354½	14,020½ <sup>24</sup>	1,066
Canadian Pacific Telegraphs.....	15,431	53·5	103·9	15,588·4	135,514	1,944	243	137,701	1,527



## CONSTRUCTION

The Government Telegraph System on March 31, 1926, comprised 10,721½ miles of pole line, 13,665½ miles of wire, 354½ knots of cable and 1,066 offices.

During the year 178 miles of new lines were constructed, as follows:—

	Miles	Miles
<i>Nova Scotia—</i>		
Little Narrows—Ottawa Brook.....	9½	
Washabuck Bridge—South Cove.....	3	
Washabuck Centre—McKays Point.....	4	
		16½
<i>Alberta—</i>		
Dawson Creek—Kilkerran.....	6	
		6
<i>British Columbia Mainland—</i>		
Barrière—Barrière Forks.....	15½	
Kuskanook.....	9	
Other small additions.....	11½	
		36
<i>Yukon and Northern British Columbia—</i>		
Deer Park Ranch.....	1	
Fish Lake Ranch and Big Lake legs.....	8	
Vanderhoof—Stuart Lake Line.....	43	
Completed portion Quesnel—Prince George.....	35½	
Endako—François Lake Branch.....	16	
Nadina River—Reopels Ranch Line.....	16	
		119½
Total.....		178

The reduction in pole mileage due to abandoning and rearrangement of routes is as follows:—

	Miles	Miles
<i>Magdalen Islands—</i>		
Replacing a section of pole line by cable.....	7½	
<i>Saskatchewan—</i>		
Abandoning of Moose Jaw, Gravelbourg, Limerick Line.....	102	
<i>Yukon—</i>		
Abandoning Fort Fraser Stuart Lake Line.....	40	
Total.....		149½ miles

Making the pole mileage for 1925-26 as follows:—

1924-25 (Revised figures).....	10,692½
Plus new construction.....	178
	10,870½
Less abandonments.....	149½
On March 31st, 1926.....	10,721½ miles

The difference in wire mileage submitted in 1924-25 and 1925-26 is accounted for by additions due to new construction and deductions due to abandonments, etc., as follows:—

Wire mileage 1924-25 (Revised figures).....	13,595½ miles
Plus:—	Miles
Nova Scotia, new construction.....	16½
Magdalen Islands, Installation of additional telephones.....	14½
Alberta, new construction.....	6
British Columbia Mainland, New construction.....	71
Vancouver Island, Metallicing existing lines.....	20½
Yukon and Northern British Columbia, New construction.....	119½
	247½
	13,843½
Less:—	
Saskatchewan, Abandoning Moose Jaw Section.....	135
Vancouver Island, Abandoning Sidney Island Line.....	3
Yukon and Northern British Columbia, Abandoning Fort Fraser—Stuart Lake Line.....	40
	178
Total, 1925-26.....	13,665½ miles

## REVENUE AND EXPENDITURE

The revenue and expenditure for each of the Government lines in the several districts hereinbefore mentioned are given in the following table:—

Telegraph and Telephone Lines	Expenditure 1925-26				Revenue 1925-26
	Construc- tion and im- provements	Repairs	Staff and Main- tenance	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cape Ray, Nfld. (subsidy).....			250 00	250 00	
<i>Maritime Provinces—</i>					
Bay of Fundy Lines.....			4,229 70	4,229 70	1,824 64
Cape Breton Lines.....	10,574 03		32,293 95	42,867 93	6,919 26
Chatham-Escuminac Lines.....			2,420 11	2,420 11	2,300 98
Prince Ed. Island and Mainland.....			6,946 66	6,946 66	
<i>Quebec Mainland—</i>					
Dorchester Co. Line (leased).....					
Cable between Isle Verte and South Shore River St. Lawrence.....	1,229 20			1,229 20	
North Shore East Bersimis.....			28,887 37	28,887 37	14,676 57
North Shore West Bersimis.....			16,713 19	16,713 19	5,214 67
Quebec County Lines.....			2,500 93	2,500 93	1,603 04
Timiskaming Lines (leased).....			2,018 61	2,018 61	
<i>Quebec Islands—</i>					
Anticosti System (leased).....			6,085 15	6,085 15	
Grosse Isle, Ile-aux-Coudres and Ile d'Orleans System.....			3,636 00	3,636 00	974 51
Magdalen Islands System.....			7,353 20	7,353 20	2,319 10
Maritime Provinces and Gulf generally			1,678 19	1,678 19	
Cableship "Tyrian".....			86,708 05	86,708 05	
<i>Ontario—</i>					
Manitolin-Cockburn Islands System..			2 50	2 50	
Pelee Island System.....			343 23	343 23	148 50
<i>Saskatchewan and Alberta—</i>					
Saskatchewan System.....		7,724 20	37,002 22	44,726 42	3,616 14
Alberta System.....	4,888 38	3,240 37	80,238 36	88,367 11	17,110 08
<i>British Columbia and Yukon—</i>					
Ashcroft-Dawson System.....	21,445 59	6,985 43	210,274 53	238,705 55	89,563 46
B.C. Mainland System.....	5,892 42	10,974 39	98,482 90	115,349 71	77,934 60
B.C. Vancouver Island.....	4,732 01	10,171 93	134,301 79	149,205 73	63,514 03
Telegraph Service Generally.....			5,919 34	5,919 34	
Net Revenue.....					287,719 58
<i>CASUAL REVENUE COLLECTED—</i>					
<i>Alberta Lines—</i>					
Rentals and sale of equipment.....					180 10
<i>B.C. Mainland—</i>					
Pole rentals and miscellaneous equip- ment.....					231 55
<i>Saskatchewan—</i>					
Sale of old material.....					1,298 54
<i>Vancouver Island Lines—</i>					
Rentals and sale of old materials.....					149 65
<i>Yukon System—</i>					
Sale of old materials.....					156 82
<i>Cape Breton Lines—</i>					
Sale telegraph office property at St. Margaret Village, C.B., Pole ren- tals, etc.....					875 02
<i>Dorchester Line, P.Q.—</i>					
Rentals.....					3 00
<i>North Shore E. B., P.Q.—</i>					
Sale of Long Pt. Mingan Telegraph office; Sale of old batteries.....					1,003 08
<i>S.S. "Tyrian"—</i>					
Services to Department National Defence.....					434 00
Miscellaneous.....					1,250 00
<i>Anticosti—</i>					
Sale of old material.....					879 66
Totals.....	48,761 63	39,096 32	768,285 98	856,143 93	294,181 00

NOTE—In addition to the above an Excise Tax of \$6,294.86 was collected and paid over to the Customs and Excise Department.



## MAINTENANCE

The cost of maintenance and operation of the Government Telegraph and Telephone Service in the Maritime Provinces and Lower St. Lawrence during the fiscal year 1925-26 was \$201,721.11.

This is a decrease of \$18,425.14 compared with the preceding year, and is made up as follows:—

Bay of Fundy.....	\$	964 55	
Cape Breton.....		9,102 38	
Chatham—Escuminac.....		102 29	
Prince Edward Island.....		468 95	
North Shore East Bersimis.....		3,544 71	
North Shore West Bersimis.....		70 12	
Quebec County.....		179 01	
Timiskaming.....		2 86	
Isle of Orleans System.....		537 40	
Maritime Provinces and Gulf generally.....		12,802 04	
		<hr/>	\$ 27,774 31
Less Increases:—			
Anticosti.....	\$	114 92	
Cables "Tyrian".....		7,598 36	
Magdalen Islands.....		1,635 89	
		<hr/>	9,349 17
Net Decrease.....	\$		<hr/> <hr/> 18,425 14

The cost of maintenance and operation of the Government Telegraph and Telephone System in the divisions west of the Maritime Provinces and Quebec during the fiscal year 1925-26 was \$566,564.87.

This is a decrease of \$52,072.22 compared with the preceding year, and is made up as follows:—

Ontario—			
Manitoulin.....	\$	107 90	
Pele Island.....		954 06	
Saskatchewan—Alberta:—			
Saskatchewan.....		11,706 34	
Alberta.....		15,038 83	
British Columbia and Yukon:—			
Ashcroft—Dawson.....		26,832 34	
British Columbia Mainland.....		10,772 69	
		<hr/>	\$ 65,412 16
Less Increases:—			
Vancouver Island.....		8,753 59	
Telegraph Service generally.....		4,586 35	
		<hr/>	\$ 13,339 94
Net Decrease.....	\$		<hr/> <hr/> 52,072 22

The decrease in cost of maintenance and operation of whole system is \$70,497.36 made up as follows:—

Quebec and East.....	\$	18,425 14	
West of Quebec.....		52,072 22	
		<hr/>	\$ 70,497 36
Less increase for new construction.....			21,122 69
Decrease in total expenditure.....	\$		<hr/> 49,374 67

This added to the decreases of the three previous years makes a total reduction of \$167,972.18, as follows:—

1922-23.....	\$	64,227 49
1923-24.....		19,210 90
1924-25.....		35,159 12
1925-26.....		49,374 67
		<hr/>
	\$	167,972 18

The revenue for 1925-26 as compared with the preceding year shows an increase of \$4,823.15. This increase would have been much larger were it not for the fact that approximately \$5,078.87 was diverted to other channels by the closing to traffic, of that part of the Yukon Line between Hazelton and Telegraph Creek during the period of five months (April to August), and the abandoning of 149½ miles of line entailing the closing of four offices.

DEPARTMENTAL TELEPHONE SERVICE 1925-26

Department	Number of Telephones						Total	Yearly Amount \$ cts.	Temporary		Amount \$ cts.
	P. B. X.		Office		Residence				Desk	Extn.	
	Direct		Direct		Direct						
	Direct	Extn.	Direct	Extn.	Direct	Extn.					
Agriculture.....	77	62	1	1	10	3	154	3,636 62	1	1	23 95
Archives.....	8	1			1	1	11	293 73			
Auditor General.....	26	1			1	1	29	568 65			
Can. Govt. Patriotic Fund.....	1							22 08		1	9 22
Chief Electoral Officer.....	2	5					7	122 37			
Civil Service Commission.....	27	20			4	1	52	1,037 06			
Commission of Conservation.....	2	1			1	1	5	108 36			
Customs and Excise.....	51	6	2	3	3		62	1,169 44	1	1	5 71
Exchequer Court.....	5						6	161 33			
External Affairs.....	17	4	1		5	3	30	660 80	1		25 02
Finance (See Insurance...)	50	6			1	1	58	1,004 40	1	2	39 87
Govt. Contracts Supervision Committee.....	5	2					7	161 33	2		1 84
Government House.....	16	3					19	310 45			
Governor General.....	4	2	2	3	10	6	27	740 21			
Health.....	21	5			2	2	30	655 55			
House of Commons.....	51	16	2		1	1	71	1,305 38	1	1	39 96
Immigration and Colonization.....									188	29	1,785 99
Indian Affairs.....	30	14	2		2	1	48	1,394 23			
Industrial Research Council.....	14	1			2		18	532 68			
Insurance.....	5						5	64 77			
Interior.....	8	1			1	1	11	226 00			
Justice.....	176	55			4	2	237	5,837 77			
Labour.....	24	8			8	2	42	763 22	3	1	46 04
Library of Parliament.....	18	5	1	1	3	1	29	622 46	1	1	32 29
Marine and Fisheries.....					2	1	3	79 08			
Mines.....	73	12			5	2	92	1,819 79	1		25 02
National Defence.....	78	17	4	2	1	1	103	1,800 70		3	21 93
Patents.....	183	55	5	1	3	1	248	4,713 07	4	1	180 40
Post Office.....	11	3					15	398 50			
Printing and Stationery.....	67	12	2	1	6	2	90	2,630 27	1	3	35 55
Privy Council.....	42	6					48	765 86	4	3	23 62
Public Works.....	9	1	1		4	2	17	417 25	2	2	48 15
	67	20	2	1	8	4	102	2,012 10			24 28



18	Railway Commission.....	11		1	1	31	637 77	..	..	..	..	..	..
42	Royal Can. M. Police.....	14	5	1	2	66	1,645 86	3	2	..	..	..	44 92
25	Railways and Canals.....	14	6	..	9	55	1,351 57	1	..	..	..	..	6 65
17	Secretary of State.....	7	..	..	2	27	411 71	1	2	..	..	..	44 04
30	Senate.....	6	..	..	..	36	602 33	..	..	..	..	..	..
..	" Sessional.....	..	..	..	..	..	..	..	..	..	..	..	609 1)
113	Soldiers' Civil Re-establishment.....	15	..	..	3	133	2,249 22	5	2	..	..	..	54 17
16	Soldiers' Settlement Board.....	10	..	..	..	26	713 57	..	..	..	..	..	..
11	Supreme Court.....	2	..	..	1	15	380 32	..	..	..	..	..	..
41	Trade and Commerce.....	15	1	..	1	59	1,405 05	1	1	..	..	..	34 08
1,481		438	37	11	109	49	45,433 97	277	69	..	..	..	3,212 50

Yearly Telephones.....	2,125	\$ 45,433 97
Temporary Telephones.....	346	3,212 50
Total number of Telephones paid for in the course of fiscal year 1925-26.....	2,471	\$ 48,646 47
Private Branch Exchange Equipment.....	24,812 17	24,812 17
Private Branch Exchange Operators' Salaries.....	23,271 63	23,271 63
Plus $\frac{1}{2}$ of a/c for Directory—February issue 1925 paid June 1925.....	515 45	515 45
Total Expenditure.....		\$ 97,245 72

## SYSTEMS

## NEWFOUNDLAND

The line from Port au Basque to Cape Ray continues to be operated as heretofore under an arrangement with the Anglo-American Telegraph Company.

## CAPE BRETON

During the year the various lines comprising both telegraph and telephone have been satisfactorily maintained, and considerable work in the way of straightening the lines, repairing, etc., was carried out expeditiously. An extension was made to the telephone line in the vicinity of Washabuck by building lines to South Cove and McKay's Point, and from Little Narrows to Ottawa Brook. These new branches add 16½ miles to the Cape Breton Island System.

The revenue for the past year shows an increase of \$478.89 over that of the preceding year, notwithstanding the fact that there was a severe depression in the coal areas. The increase came particularly from operations in connection with off-shore fisheries. The cost of operation for 1925-26 as compared with that of 1924-25 shows a decrease of \$9,102.38. The number of messages handled increased by ninety-one, although two telegraph offices and fourteen commission telephone offices were closed. There were twenty-four telephone subscribers added to the list whereas the telephones removed numbered eight.

## BAY OF FUNDY

Both the telegraph and telephone circuits were satisfactorily maintained during the year. This dual service is of inestimable value to Grand Manan Island and the outlying islands and lighthouses. These are linked up with this system through the various stretches of cable which serve such important points as Gannet Rock Light, Wood Island Life Saving Station and other seaward points, where a close watch is kept on weather conditions for the guidance of fishermen. The cost of operation for the past year was \$4,229.70, which is \$964.55 less than that of the previous year. There was an increase of \$104.05 in the revenue and the number of messages transmitted was greater by sixty-two. The number of offices remains unchanged at twenty-seven.

## CHATHAM-ESCUMINAC

This system, which extends for a distance of 86 miles adjacent to the north-east coast of New Brunswick in the vicinity of Chatham, gave uninterrupted and satisfactory service during the year. The cost of operation for 1925-26, compared with that for the previous year, shows a decrease of \$102.29. The revenue was increased by \$509.59, although the number of messages transmitted was decreased by 426. There were eight new telephone subscribers added to the list and no withdrawals.

## MAGDALEN ISLANDS

The telephone service on these islands continues to function satisfactorily, the number of telephone subscribers increasing to ninety-eight. These are served through the exchanges on Amherst Island, Grosse Isle and Grindstone. At the latter place, in order to meet requirements from May to January, an extended service was inaugurated. Continuous switchboard service is rendered from 5 a.m. to 11 p.m. Two outlying points, Entry Island on the southeast and Bryon Island on the north, are served through the telephone exchanges at Amherst and Grosse Isle respectively. During the summer the land lines along the sandy beach to Wolf Island, a distance of four miles, were replaced by cable. At another point where the high tides were a constant menace to the land lines, cable was laid for a distance of four miles, along the north beach.



The operation of this system for the past year cost \$1,635.89 more than for the previous year. There was an increase in the revenue of \$353.07, brought about by an increase of 606 in the number of messages transmitted, and an addition of twenty-one new telephone subscribers.

#### ANTICOSTI ISLAND

The telegraph service on this island has been under the control of the Administration of Anticosti since its lease to the above mentioned corporation in 1924. The main telegraph circuit from Gaspé to Port Menier through a stretch of 45 miles of cable continues to be the chief source of communication to outside points. The former telegraph circuit running to the eastern extremity of the island has been converted into a telephone service, and with the completion of a new telephone line from Port Menier (formerly known as Ellis Bay) to Jupiter River, a very useful telephone service has been established, extending the full length of the island.

#### NORTH SHORE ST. LAWRENCE AND CHICOUTIMI DISTRICT

The increased activity brought about by the expanding commercial and industrial establishments in the various districts served by this system, has necessarily imposed on these lines a greater volume of business, all of which was promptly and satisfactorily handled during the past year. The main line from Murray Bay to Red Bay, Labrador, a distance of 1,014 miles, continues to be the main artery of communication. This, with the line following the course of the Saguenay river as far as Chicoutimi, comprises the greater part of the above system, and over which lines the bulk of the traffic finds an outlet.

The cost of operation for 1925-26, as compared with that for the previous year, shows a decrease of \$3,614.83. The revenue was increased by \$2,222.03. This was largely the result of the greater number of messages transmitted, the increase being 3,491 over the number for the previous year.

#### ISLAND OF ORLEANS AND QUARANTINE SYSTEM

This service has worked continuously and satisfactorily during the year. The cost of operation for 1925-26, as compared with that for the year previous showed a decrease of \$537.40. The revenue increased by \$89.70. This was due principally to an increase of 1,478 in the number of telephone calls put through the exchange.

#### QUEBEC COUNTY

There were no changes or extensions on these lines during the past year. Owing to the fact that the lumber business in the region served by these lines showed less activity than in the previous year, the revenue was reduced by \$251.21. This was principally the result of 1,680 fewer messages being handled. The decrease in revenue, however, was partly counterbalanced by a reduction of \$179.01 in the cost of operation.

#### TIMISKAMING

These lines are operated under lease by La Compagnie du Téléphone du Nord, Limitée.

#### PELEE ISLAND, ONTARIO

The cable, which is the only means of communication with this important and agriculturally productive island, rendered uninterrupted service until late in November, when it was fouled by the anchor of a steamer. The navigable season being far advanced, communication was not restored up to the close of the fiscal year. The operation, for 1925-26, compared with the previous year, cost \$954.06 less, and the revenue also decreased by \$121.45.

## SASKATCHEWAN

There was a considerable reduction in the mileage of the lines in southern Saskatchewan during the year. That portion of the line, starting at Moose Jaw and extending south as far as Limerick, with the intervening loop to Gravelbourg was abandoned, thus reducing the line by 102 miles and closing four offices. The remaining portion, from Assiniboia to Wood Mountain and Willow Bunch, continues to afford telegraph service to the adjacent territory. The northern section of the line from Battleford to Isle la Crosse, a distance of 302 miles, rendered valuable service to this sparsely settled but growing section of the province. The cost of operation for 1925-26, as compared with that for the previous year, shows a decrease of \$11,706.34. The revenue decreased by \$136.63, due to the closing of four offices on the Moose Jaw section.

## ALBERTA

These lines starting at Edmonton and serving the intervening territory between Athabaska and Lac la Biche, Fort McMurray and Peace River, and extending west via Grande Prairie and Pouce Coupé to Hudson Hope, B.C., have continued to render constant and satisfactory communication facilities during the year to a large number of communities. A small section between Dawson Creek and Kilkerran, B.C., a distance of 6 miles, was added to the existing lines. The cost of operation for 1925-26, as compared with that for the preceding year, decreased by \$15,038.83, while the revenue increased by \$382.14.

## BRITISH COLUMBIA MAINLAND

The traffic over the several lines continues to be of a satisfactory volume and is substantially in excess of that for the preceding year. The mileage of this division, which was 1,732 $\frac{3}{4}$  last year, was increased by the building of various short new sections aggregating 36 miles. The principal additions were those to Barrière Forks and Kuskanook, 15 $\frac{1}{2}$  miles and 9 miles respectively. The 276 telephone offices located in the various places on this division rendered a valuable and constant means of inter-communication. Apart from this, there are 1,005 subscribers connected by the different telephone exchanges. The cost of operation for 1925-26 as compared with that for the preceding year shows a decrease of \$10,772.69. The revenue increased by \$3,045.72.

## VANCOUVER ISLAND

The various lines comprised in this district were operated throughout the year at a minimum cost of operation and delay to traffic. Forest fires were not as numerous as in former years, consequently our lines suffered only slightly from that cause. Winter storms were also less severe and occasioned little damage. Owing to age and long immersion, the cables connecting the islands and mainland are becoming very susceptible to breakage, and considerable trouble was had last year. Several cables parted and were replaced with new material, the traffic being diverted to other routes while repairs were made. Next season at least ten knots will have to be obtained and kept on hand for renewals and repairs. Considerable extensions and repairs were made on the Salt Spring Island lines, tributary to the Ganges Exchange, and the number of subscribers increased to 115 as compared with ninety-six previously.

The cost of operation for 1925-26 shows an increase of \$8,753.59 over that of the preceding year. The revenue was increased by \$3,779.10. This was brought about by the very substantial increase of 11,160 in the number of messages transmitted during the year. The number of telephone subscribers connected through the several exchanges has increased to 225. This is an increase of fifty-two over the number last year.



## YUKON SYSTEM AND BRANCHES

The main line and branches of this system were operated during the past year with a minimum of delay to traffic, and were generally free from prolonged interruption caused by storms, forest fires and floods. In every such case of interruption prompt repairs were effected. The general repairs and other precautions taken before the winter set in, such as strengthening weak parts in the various sections, contributed materially in passing the winter season without any serious interruptions. In that section of the line between Ashcroft and Quesnel (220 miles) 2,550 poles were reset, and on the Bella Coola Branch, between Williams Lake and Tatla Lake (170 miles), 1,500 poles were reset. On the Endako section, 22 miles of line was moved from the old trail to the new highway. The snowfall in the interior was light as compared with that of other winters, consequently no difficulty was experienced in making prompt repairs where the few interruptions occurred. Along the Yukon River the line was badly damaged by ice, which moved out in May, and by high water causing ice-jams. The city of Dawson was flooded and cut off from wireless and land line communication for a time. Communication was restored with a minimum of delay, and general repairs were made later. The gap, existing between Nadina River and the end of the wire from Houston, was closed by the building of 16 miles of line, thus making a continuous line from Houston to Burns Lake, via Ootsa Lake and François Lake. Considerable revenue has accrued by the completion of this line, which is operated exclusively as a telephone line.

That section of the main line between Hazelton and Telegraph Creek was closed to traffic on March 16, 1925, with a view to giving wireless stations, which had been installed, an opportunity to ascertain if they could give satisfactory service to all Yukon and Northern British Columbia points. This would permit the abandonment of the entire northern part of the land line, thereby economizing the maintenance cost. But, as they did not appear to be able to do this, and as so many complaints were made about the restricted service and increased cost to the public in rates, the land line was reopened on September 1. With this reopening, a rearrangement of the sections was effected, and six of the cabins were closed. This doubled the length of the sections to be maintained by the remaining linemen, saving \$17,944.23 per annum in salaries, provisions, packing, etc.

A saving of \$26,832.34 in the maintenance of the system is shown for this year as compared with the previous fiscal year. The revenue shows a decrease of \$5,078.87, which is due principally to the loss of traffic to and from the Yukon District when the land line was closed to traffic for five months last summer. The number of offices was increased by eight making a total of 281. In addition to this, there are 292 telephone subscribers connected through the different telephone exchanges.

The following new lines were constructed:

Beaver Lake to Big Lake in the Cariboo District, 8 miles, with two telephone stations.

Endako to lower end of François Lake in the Bulkley Valley District, 16 miles, with four telephone offices.

Vanderhoof to Stuart Lake (replacing old line, Fort Fraser to Stuart Lake), 45 miles, with one new telephone office.

Quesnel to Prince George (not completed), 26 miles, from Quesnel north with two telephone offices, and 9½ miles from Prince George south, with three telephone offices.

## C.G.S. "TYRIAN"

The following covers the operation of the cableship "*Tyrian*" during the fiscal year 1925-26, together with a list of repairs effected, and a statement of various kinds of cable on hand.

1925

- April 1.....At Halifax.  
 7.....Went to Pier 9 for coal.  
 8.....Sailed for Yarmouth on cable repair.  
 9.....Arrived at Yarmouth.  
 10.....Sailed from Yarmouth to repair Ellenwood cable.  
 11.....Repaired same. Sailed for Halifax.  
 12.....Arrived at Halifax.  
 13.....Sailed for Pictou to repair cable.  
 14.....Docked at Pictou.  
 15.....Attempted cable repair. Blowing gale, went back to Pictou.  
 16.....Sailed for Anticosti. Met ice. Sailed at half speed.  
 17.....Anchored at Fox River. Boats commenced work on cable.  
 18.....Sailed for Gaspé, but owing to gale could not lay cable at Fox River. Gaspé ice bound. Went to S.W. Point, Anticosti.  
 19.....Anchored at SW. Point. Boats went to work on cable. Gale came up. Weighed anchor and went to sea.  
 20.....Gale moderated. Boats commenced work on cable. Sailed for South Point and to Cook Cove.  
 21.....Arrived at Cook Cove. Sailed for Pictou.  
 22.....Arrived at Pictou Island. Tested cable and went to Pictou Harbour.  
 23.....Sailed for Pictou Island, cable repair. Finished cable, went to Pictou Harbour.  
 24.....Gale N.N.E. wind. Could not go out.  
 25.....Sailed for Cariboo cable, made repairs and sailed to Charlottetown for orders.  
 26.....Sailed for Quebec.  
 28.....Docked at Quebec.  
 29.....At Quebec taking stores and water.  
 30.....Sailed for Tadoussac. Gale east wind. Anchored at St. Patrick's hole.
- May 1.....Sailed for Tadoussac. Stopped at Isle aux Coudres to repair cable.  
 2.....Finished repairs and sailed for Tadoussac. Dense fog. Anchored off White Island light-ship.  
 3.....Arrived at Tadoussac and began work on cable.  
 4.....Finished repairing cable, and sailed for Crane Island.  
 5.....At Crane Island, cable work.  
 6.....Finished repairs, sailed for Quebec.  
 7.....At Quebec. Sailed for Margaret Island on cable repair. Tested and moved near Crane Island end. Anchored.  
 8 to 11.....Working on Margaret Island and Crane Island cable.  
 12.....Sailed to Reaux Island to repair cable. Weather too rough to work and sailed to Quebec.  
 13.....At Quebec. Sailed for Reaux cable repairs.  
 14.....Working on Reaux cable.  
 15.....Finished Reaux cable and sailed for St. François.  
 16.....Working on St. François cable. Finished and sailed for L'Ange Gardien to repair cable.  
 17.....Sunday, docked at Quebec.  
 18.....Sailed for L'Ange Gardien to repair cable.  
 19 to 21.....Repairing L'Ange Gardien cable.  
 22.....At Quebec, coaling ship.  
 23.....Sailed for Isle aux Coudres to repair cable.  
 24.....Working on cable near Isle aux Coudres wharf.  
 25.....Finished and sailed for Magdalen Islands.  
 26.....En route to Magdalen Islands.  
 27.....Arrived at Magdalen Islands. Began on House Harbour cable.  
 28 and 29.....Working on House Harbour cable.  
 30.....Sailed for Grosse Isle and began work on cable.  
 31.....On Grosse Isle cable repair.
- June 1.....Working on Grosse Isle cable repairs.  
 2.....Began picking up Meat Cove-Old Harry Head cable.  
 3 to 6.....Picking up cable.  
 7.....Sailed from Pleasant Bay for Entry Island. Laid new cable to Amherst.  
 8.....At Entry Island, on shore and land lines. Went to Grindstone for mail.  
 9.....Sailed for Bryon Island. Had to anchor in lee of Grosse Isle, too rough on Bryon side.  
 11 to 13.....Working on Eryon Island cable.  
 14.....Finished cable. Went to Grindstone.  
 15.....Sailed from Grindstone for Meat Cove. Arrived and began grappling for cable.  
 16.....Picking up Meat Cove cable.  
 17.....Gale NW. wind, could not work. Went to North Sydney. Took water and stores.  
 18.....Sailed to North Sydney for Meat Cove cable. Gale NW. wind, had to anchor at Aspy Bay for shelter.  
 19.....Working on Meat Cove, picking up.



- June 20.....Finished picking up at Meat Cove and sailed for Grindstone.  
 21.....Sunday, anchored off Grindstone. Fog and rain.  
 22.....Working on land line, Grindstone.  
 23.....Ordered to Halifax.  
 24.....Magdalen Islands to Halifax.  
 25.....At Halifax.  
 25 to 30.....Crew at various jobs about ship, painting, etc.
- July 1.....At Halifax, Plant wharf.  
 2 to 7.....In dry dock.  
 8.....Coaling ship.  
 9.....Docked at Plant wharf after coaling. Sailed for Tancook Island cable.  
 11.....Finished Tancook cable and sailed for Scatarie cable.  
 12.....Arrived at Scatarie. Began work.  
 13.....Working on Scatarie cable.  
 14.....Finished. Went to North Sydney.  
 15.....North Sydney to Magdalen Islands.  
 16 to 18.....Working on land line, Grindstone.  
 19.....Sunday, anchored off Grindstone, Magdalen Islands.  
 20 to 22.....Crew ashore on land line, House Harbour.  
 23.....No work. Blowing gale. Unable to land.  
 24 and 25.....Sailed for Quebec from Magdalen Islands.  
 26.....Docked at Quebec.  
 27.....At Quebec pier. Sailed down river.  
 28 and 29.....Quebec to Ellis Bay, Anticosti.  
 30 and 31.....At Ellis Bay and vicinity.
- Aug. 1.....At Anticosti. General Superintendent on board on inspection.  
 2.....Sailed from Anticosti for Gaspé. After Gaspé inspection sailed for Magdalen Islands.  
 3.....At sea.  
 4.....Arrived at Grindstone.  
 5.....Went to Bryon Island.  
 6.....At Bryon Island. Sailed for North Sydney.  
 7 and 8.....Docked at North Sydney.  
 9.....Sailed for St. Peters, C.B. Made short call and sailed for Arichat, arrived and sailed for Halifax.  
 10.....At sea, Arichat to Halifax. Arrived, took in Big Shore End cable.  
 11.....Taking on bunker and stores.  
 12.....At sea, Halifax to Petite Pass.  
 13.....Repairing Petite Pass cable and sailed for Flagg's Cove.  
 14.....At Flagg's Cove.  
 15.....Sailed for Welchpool, arrived, called at Eastport and sailed for St. Andrews.  
 16.....Sailed for St. John, N.B.  
 17.....At St. John, N.B.  
 18.....At sea, St. John to Halifax, arrived Halifax.  
 19.....Taking on stores, sailed for South West Point, Anticosti.  
 20.....At sea, en route to Anticosti.  
 21.....Could not land at South West Point, too rough. Went to Ellis Bay.  
 22.....Sailed to Long Point, North Shore, arrived and sailed for Seven Islands, Quebec.  
 23.....On voyage, Seven Islands to Rivière du Loup and Quebec.  
 24.....Arrived at Quebec. Took on stores and water.  
 25.....Sailed from Quebec to South West Point, Anticosti.  
 26.....At sea.  
 27.....Arrived at South West Point, repaired cable and sailed for Grindstone.  
 28.....Arrived at Grindstone. Working at House Harbour land line.  
 29 to 31.....Working on land line, House Harbour.
- Sept. 1.....Bad weather, boats could not land.  
 2.....Working at House Harbour cable. Finished and sailed for Meat Cove.  
 3.....Crew taking down wire, Meat Cove to Bay St. Lawrence, C.B.  
 4.....Finished. Sailed for Halifax.  
 5.....At sea, Meat Cove to Halifax.  
 6 to 30.....At Halifax. Crew at various jobs about ship, chipping rust, painting, etc.
- Oct. 1 to 6.....At Halifax, Plant wharf. Crew at various jobs about ship.  
 7.....Taking on stores, fresh water and preparing for sea.  
 8.....Sailed to Pier 9 Richmond for coal.  
 9.....Coaled and sailed for Ingonish.  
 10.....Gale SE. wind and rain, put into North Sydney for shelter.  
 11.....At North Sydney, gale NW. wind.  
 12.....Sailed to Ingonish, C.B. Began repairing cable.  
 13.....Finished Ingonish cable, and sailed for Charlottetown.  
 14.....At sea, Ingonish to Charlottetown. Rough passage.  
 15.....At Charlottetown. Gale SW. wind and rain.  
 16.....Sailed for Cape Tormentine. Arrived and began work on cable.  
 17 and 18.....Working on Tormentine cable.  
 19.....Finished and sailed for Charlottetown.  
 20.....Sailed for Port Hood. Arrived, gale NW. wind.  
 21.....Working on Port Hood cable.  
 22.....Work on cable finished.  
 23.....Sailed to Hawkesbury for orders. Gale NW. wind and rain.  
 24.....Sailed for Halifax.  
 25.....Arrived at Halifax.  
 26.....At Plant wharf, Halifax.

- Oct. 27.....Sailed to Pier 9 and coaled ship.  
 28 to 30....At Halifax. Crew at various jobs about ship.  
 31.....Taking on stores, preparing to sail for Cariboo cable.
- Nov. 1.....At Halifax.  
 2.....Sailed for Pictou to repair Cariboo cable.  
 3.....At sea. Arrived at Pictou.  
 4.....Blowing too hard to work on Cariboo cable.  
 5.....Sailed for Cariboo cable and began work.  
 6.....Finished Cariboo cable and sailed to Charlottetown for orders.  
 7.....At Charlottetown.  
 8.....Gale SW. wind and rain.  
 9.....Crew at various jobs.  
 10.....Received orders.  
 11 to 13....Sailed for Quebec.  
 14.....Arrived at Quebec. Sailed for Crane Island. Arrived and began grappling for cable.  
 15.....Gale west wind. No work. Put second anchor down. Moved to Grosse Isle, too rough to work. Went to Quebec to land General Superintendent. Later anchored off Grosse Isle.  
 16.....Working on Grosse Isle cable. Finished and went to Crane Island cable. Gale.  
 17.....Picking up cable. Too much wind, had to stop.  
 18.....Finished picking up cable and sailed for Green Island.  
 19.....Laying new cable at Isle Verte, Que.  
 20.....Finished laying cable.  
 21.....Sailed for Rimouski then for Bersimis to unload land line material. Sailed for Halifax.  
 22 and 23...At sea.  
 24.....Arrived at Halifax.  
 24 to 30....At Halifax. Crew at various jobs about ship.
- Dec. 1 to 14....At Halifax. Crew employed chipping and painting ship inside between decks.  
 15.....Fire broke out in saloon. Store-room, linen-locker and all staterooms aft, badly burned.  
 16 to 31....At Halifax. Chipping ship inside and painting, cleaning away debris and assisting the carpenter in different ways.
- 1926  
 Jan. 1 to 31....At Plant wharf, Halifax. Carpenter and four sailors working at saloon, balance of crew cleaning out down aft chipping, painting and filling with cement.  
 Feb. 1 to 28....Carpenter and four sailors working at saloon and staterooms. Balance of crew working below decks chipping rust and painting.  
 Mar. 1 to 31....Carpenter and four sailors working at saloon and rooms. Balance of crew at various jobs about ship, painting rooms, etc.

During the winter months the ship's shaft tunnel was cleaned out. The work included chipping off rust, painting and placing cement where necessary. The same was done between decks. The quarters and the hull, outside to water-line, were scraped, painted and varnished.

#### STATEMENT OF CABLE ON HAND ON BOARD SHIP, MARCH 31, 1926

DEEP SEA CABLE		Knots	Knots
Nov. 7.....	Cable on hand.....	31-33	
18.....	Picked up Crane Island.....	3	
20.....	Laid at Isle Verte.....		0-25
20.....	Laid at Cliff Island.....		0-20
20.....	Cable on hand.....		33-88
		34-33	34-33
RUBBER CORE CABLE			
Nov. 7.....	Cable on hand.....	13-56	
20.....	Laid at Isle Verte.....		1
20.....	Cable on hand.....		12-56
		13-56	13-56
SHORE END CABLE			
Nov. 7.....	Cable on hand.....	0-40	
TWO-CORE CABLE			
Nov. 7.....	Cable on hand.....	0-80	
FOUR-CORE CABLE			
Nov. 7.....	Cable on hand.....	0-95	



## REPORT OF THE ACCOUNTS BRANCH

A. G. Kingston, Chief Accountant

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<b>PUBLIC BUILDINGS</b>										
<i>Nova Scotia</i>										
Amherst, post office, etc.		78 57		1,222 00	75 65	568 86	688 67	56 48		2,680 23
Annapolis, post office, etc.		11 50		1,120 00	32 12	522 50	224 84	40 00		1,950 96
Antigonish, post office, etc.		444 60		1,130 00	28 38	597 32	233 80	60 00		2,494 10
Arichat, post office, etc.		22 00		150 00	81 23	250 00	111 78			615 01
Baddeck, post office, etc.		1,173 48		1,380 00	81 60	402 50				3,037 58
Bridgetown, public building (site)	4,000 00									4,000 00
Bridgewater, post office, etc.		929 83		912 50	31 80	343 00	250 67	35 00		2,502 80
Canning, public building (site)	1,504 88					394 50	555 21			1,504 83
Canso, post office.		33 10	99 96	1,130 00	31 58					2,144 43
Clark's Harbour, post office.			100 00							99 96
Dartmouth, armoury (old Park School).										100 00
" post office.		379 10		1,055 83	89 80	511 44	527 60	40 00		2,903 77
Digby, Fisheries Inspector's Office (Warne bldg.)			200 00							200 00
" post office.		82 88		1,130 00	35 30	480 92	592 41	40 00		2,361 56
Glace Bay, post office.		231 71		1,107 00	62 65	493 75	343 87	22 00		2,260 98
Guysborough, post office.		360 80		229 92	63 70	414 00	180 07			1,248 49
Halifax, Archives, etc. (Bellevue Bldg.)		2,362 27	409 25		355 20	2,029 91	1,063 88	189 40		6,409 50
" Camp Hill Hospital.	2,243 71									2,243 71
" custom house.		3,503 76								7,663 34
" Dept. Marine and Fisheries (Cragg Bldg.)		5 00			137 03	2,005 97	753 41	1,041 85	221 32	1,355 00
" Dept. of Health (Baud Bldg.)			1,350 00			278 70				2,078 70
" examining warehouse.			1,800 00		9 70		39 16			48 86
" immigration building, Pier No. 2.		417 43	25,000 00				1 00			25,418 43
" post office, etc.		781 75		22 65	118 00	1,565 65	2,258 88	657 00	662 93	6,449 15
" (site) at North End.	381 84							30 43		1,011 67
" quarantine station, Lawlor's Isld.	981 24									10,797 48
" " Rockhead.	10,462 63	3 00								5,557 55
" " R.C.N. Barracks and H.M.C. Dockyard.	3,602 29	543 93				1,213 03	193 30			18,688 75

## DEPARTMENT OF PUBLIC WORKS

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<b>PUBLIC BUILDINGS</b>										
<i>Nova Scotia—Continued</i>										
Halifax, weights and measures office			1,350 00	25,256 93	137 50		1,121 57			1,350 00
“ generally (Stevens Bldg.)		55 60		1,020 00	83 35	368 40	329 40	50 00		26,571 60
Inverness, post office		61 08				673 67	311 32		30 65	1,912 23
Kentville, experimental farm		2,442 73				396 19	354 92			3,458 37
“ post office, etc.		15 00		1,130 00	7 70	375 13	273 67	50 00		1,953 81
Liverpool, post office, etc.		180 56		1,173 00	20 45	478 68	383 18	19 00		2,041 81
Lunenburg, post office		1,549 98		1,070 00	57 53	225 00	381 31			3,608 37
Nappan, experimental farm		1,450 01								5,346 72
New Glasgow, Dept. National Defence (Maritime Bldg.)	3,290 40		180 00			539 73	473 44	100 00		180 00
“ post office, etc.		532 43		1,080 00	39 23					2,764 83
North Sydney, Dept. Marine and Fisheries (M. & M. Examiners' Office)			180 00							180 00
“ Dept. National Defence (Naval Air Station)				2,098 80	4 05		32 41			2,135 26
“ immigration building		311 87					9 18			321 05
“ post office	3,474 50	373 28		1,128 00	87 00	582 60	585 85	32 00		6,263 23
“ quarantine station (Point Edward)										
Parrsboro, post office	1,357 05	31 53				200 00				1,588 58
Pictou, custom house, etc.		259 40		1,005 00	101 95	395 20	442 85	52 00		2,256 40
“ post office		457 55		352 00	46 20	371 65	30 19	12 00		1,269 59
Point Edward quarantine station, see North Sydney	4,885 58	65 94		360 75	54 90	245 91	175 50	19 49		5,808 07
Shelburne, post office, etc.		2 58		1,130 00	29 52	480 00	338 95			1,981 05
Springhill, post office, etc.		377 21		1,130 00	41 59	512 99	416 70	30 00		2,508 49
Stellarton, Dept. National Defence (Hayman Bldg.)	9,998 90	20 00	1,500 00							1,500 00
“ post office			350 00							10,368 90
Sydney, Dept. Marine and Fisheries (Post Bldg.)			1,068 00							1,068 00
“ post office, etc.				1,370 00	74 70	755 00	1,096 53			16,567 13
Sydney Mines, Dept. National Defence	12,498 25	772 65	600 00				0 83			600 83
“ post office, etc.		1,346 70		450 00	61 80	11 00	485 34	60 00		2,414 84
Trenton, post office		3 50	430 00			114 00	28 76			626 26



Truro, Dept. Agriculture, Seeds Branch (C.N.R. Station).....	313 82	1,020 00	960 00	78 80	724 17	616 06	32 00		1,333 82
" " post office.....	698 65								3,109 63
" " (site).....	341 82								341 82
Westville, post office.....	126 14								1,736 47
Weymouth, post office.....		240 00		31 35	251 02	222 96	25 00		240 00
Windsor, post office, etc.....	130 57			69 30	434 54	443 32	50 00		2,257 73
Wolfville, post office.....	237 70		1,130 00	34 69	872 71	238 01	41 00		2,554 11
Yarmouth, post office.....		700 00							700 00
Yarmouth, armoury.....	306 04		1,112 00	128 55	926 50	1,282 22	72 00		3,827 31
Minor offices throughout the province.....	1,068 72			104 10	17 50	36 75			1,227 07
Nova Scotia, generally.....	1,114 08					4 25			1,118 33
Totals, Nova Scotia.....	44,705 61	36,627 21	55,756 38	2,528 66	22,023 64	18,475 15	2,915 83	914 90	242,628 60
<i>Prince Edward Island</i>									
Charlottetown, custom house, marine office, etc. (Old Bank Bldg.).....	190 12	94 00	1,552 80	46 74	673 02	81 12	34 00		2,671 80
" " Dept. of Customs (Riley Bldg.).....		225 00				10 01			235 01
" " Dept. Public Works, Supt. of Dredges (Cameron Block).....		180 00							
" " experimental farm.....	5,883 12					14 75			194 75
" " post office, etc.....	5,064 00		3,178 80	232 30	687 29	143 67		62 65	7,037 72
" " generally.....	60 65		219 96	61 40	1,628 38	2,379 59	225 00		12,708 07
Georgetown, post office, etc.....					302 55	115 05			5 45
Keppock, quarantine station.....					207 03				759 01
Montague, Dept. National Defence.....	107 58	180 00							207 03
" " post office, etc.....			417 96	108 50	253 00	172 20			180 00
North Wiltshire, Dalton Sanatorium.....									6,058 21
Port Borden, Dept. Marine and Fisheries, M. & M. Examiner's office.....		125 00							13 00
Souris, post office, etc.....	128 51		960 00	95 27	566 80	168 60			125 00
Summerside, experimental fox farm.....	192 70				162 96				1,919 18
" " post office, etc.....	273 11		1,269 15	100 02	621 91	972 45	73 00		355 66
Tignish, post office.....	334 47	1 00	866 00	108 50	388 15	383 69			3,309 64
Minor offices throughout the province.....	265 43								2,081 81
Prince Edward Island, generally.....	557 04								265 43
Totals, Prince Edward Island.....	13,061 58	805 00	8,464 67	752 73	5,491 09	4,441 13	332 00	62 65	38,683 81
<i>New Brunswick</i>									
Bathurst, Dept. National Defence.....	70 00	100 00							170 00
" " post office, etc.....	1,953 30		1,040 00	70 56	373 87	175 86	66 00		3,649 59
Campbellton, armoury.....		300 00							300 00
" " post office, etc.....	7 20		860 00	45 72	687 21	411 80	26 00		2,037 93
Campobello Island, fisheries office.....		120 00							120 00





St. John, Dept. Public Works, Dist. Engineer's office (Ames-Holden Bldg.)	1,173 20	1,200 00			274 05	48 81			2,696 06
" Dept. S.C.R., Vetrecraft workshop (Albion St.)		1,100 00							1,100 00
" Fisheries Office (Newman St.)		180 00							180 00
" Old Martello Hotel.	14 52								133 52
" post office.	687 97		44 64	94 08	2,363 11	1,205 31	458 56	852 46	5,706 13
" post office (old) (Marine and Public Works, etc.)				1 95	714 47	43 00	159 79	4 50	71,872 58
" quarantine station (Partridge Isld.)	7,287 59				6,773 44	41 11	3,138 04		21,913 37
" Savings Bank.	811 51			4 85	467 61	145 67	214 99		1,644 63
" West, immigration building.	2,710 76	2,105 32			2,243 58	193 59	546 12		7,799 37
" " Lancaster Military Hospital.									993 00
" " post office.	48 96		399 92	8 40	475 80	91 35	9 98		1,034 41
" generally.	51 23		27,070 66	245 36					27,367 25
St. Stephen, Dept. National Defence									
" (Stores, etc.)	19 25	200 00							200 00
" immigration office.	683 22	350 00							494 75
" post office, etc.			1,392 00	53 86	125 50	219 14	36 85		2,931 82
Sackville, armoury		300 00							2,300 00
" post office.	572 58		1,035 00	106 77	470 84	263 75	42 36		2,491 30
Shediac post office.	46 65		792 50	96 69	303 41	141 02			9,133 34
Sussex, post office.	1,955 92		1,116 00	24 00	301 60	114 15	62 45		3,574 12
Tracadie Lazaretto.	678 45		2,595 00		3,910 34	589 04			7,772 83
Woodstock, post office, etc.	982 65		1,203 00	52 50	414 36	475 76	54 44		3,182 71
Minor offices throughout the province.	276 53								3,276 53
New Brunswick, generally.	1,114 08			3 84	325 58				1,443 50
Totals, New Brunswick.	224,980 68	14,121 00	54,733 80	1,722 21	30,146 04	9,232 00	6,264 41	1,304 15	378,344 3
<i>Quebec</i>									
Acton Vale, post office.									2,281 12
Armstrong (Beauce Co.) immigration office.	150 51		1,130 00	60 13	534 15	218 83	187 50		
Arthabaska, post office.	10 00								10 00
Asbestos	21 04		830 00	66 63	507 22	170 59	100 00		1,695 48
Aylmer (East)	691 92	500 00				0 88			1,192 60
Beauharnois	6,128 81		99 96	61 34	90 00	216 00	30 50		6,626 61
Bedford	25 00	474 96	180 00			0 60	53 04		7,733 60
Beebe Junction, immigration building.		200 00					8 00		208 00
Berthierville, post office.	10 00		75 00	38 29	304 50	53 21	44 00		10 00
Bromptonville, post office.	27 25								542 25
Brownburg, post office.		246 00							246 00
Buckingham, post office.		99 96							99 96
Cap de la Madeleine, post office.	119 75		214 92	44 47	394 33	120 00	36 83		2,123 14
Cap Rouge, experimental farm.		660 00							660 00
Chicoutimi, post office, etc.	1,717 00		1,180 00	79 31	1,453 25	643 98	300 00		6,601 53
	1,741 67				599 89				5,236 78

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<b>PUBLIC BUILDINGS</b>										
<i>Quebec—Continued</i>										
Coaticook, post office, etc.		94 58		1,121 25	70 80	472 22	258 50	70 00		2,087 35
Compton, post office, etc.		16 75	161 67							178 42
Cookshire, post office, etc.		106 14		1,150 00	15 96	423 94	141 56	20 00		1,857 60
Danville, post office.	2,451 43		489 98				10 13			2,951 54
D'Iscali, post office.			210 00							210 00
Drummondville, post office, etc.		399 26		941 25	84 55	255 50	183 27	735 00		2,598 83
Dundee, customs house.		13 00			26 55	212 00	71 50			323 05
East Angus, post office.		445 35		1,171 25	35 90	552 07	409 60			2,614 17
Farnham, experimental farm.		813 91				280 67	79 12	11 50		1,185 20
" post office.		69 90		1,080 00	47 79	332 88	135 70	15 00		1,681 27
Father Point, quarantine station.	875 74	171 97								1,047 71
officers' residence.		263 28				483 00	77 55			823 83
Fraserville ( <i>see</i> Rivière du Loup).										
Gaspé, post office, etc.		5 00	525 00			212 00	351 90			1,093 90
Granby, armoury.			600 00							600 00
" post office.		345 47		1,171 25	76 48	496 75	642 15	150 00		2,882 10
Grand Mère, post office.			475 00				0 83			475 83
Grosse Isle, quarantine station.		2,492 83				3,729 38	151 09			6,373 30
Hemmingford, entomological laboratory.		42 15								42 15
immigration inspector's office.			28 50							28 50
Hull, armoury.			1,800 00							1,800 00
" post office.		70 23		150 00	12 95	351 94	181 30	397 06		1,163 48
" Research laboratory.		430 07	775 00			909 21	13 04			1,352 32
Huntingdon, post office.										775 00
Interville, post office.		118 00		549 96	18 05		34 82	38 00		758 83
Joliette, post office, etc.		227 38		1,010 00	97 05	174 10	600 74	111 00		2,290 27
Jonquières, post office.	1,858 75	22 59		1,080 00	76 19	379 62	172 67	23 04		3,612 86
Kenogami, public building.	5,000 00									5,000 00
Knowlton, post office.		83 69		150 00	29 95	458 94	232 75	21 00		976 33
Lachine, post office.		760 84		149 96	2 08	355 75	345 16	79 14		1,692 93
Lachute, armoury.			300 00							300 00
" post office.		243 50		1,107 50	26 56	418 45	150 77	18 75		1,965 53
Lac Mégantic, post office.		155 07		1,130 00	139 15	106 53	425 76			1,956 51



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Montreal, postal station Delorimier (1023-Ave.)	82 28	3,600 00		4 00	415 92	173 13	174 60	4,449 93
" " Hochelega	2,452 64			2 00	349 57	113 63	139 68	3,057 52
" " Notre Dame de Grace (5633 Sherbrooke St. West)	53 71	4,000 00			351 93	106 78	139 68	4,652 10
" " Outremont		2,703 96				120 04	24 70	2,848 70
" " Ste. Cunegonde		1,750 00						1,750 00
" " St. Henri	62 19				379 42	153 94	75 94	1,671 49
" " Verdun (new)	31,210 57		50 40		242 40	32 83		31,536 20
" " " (old)	11 94	1,215 00				60 44	87 48	1,374 86
" Testing Laboratory, (38 Cathcart St.)		1,905 00						1,905 00
" weights and measures office (Chamber of Commerce Bldg.)		1,300 00						1,300 00
" " Westmount armory	929 50	2,877 00	136 18					929 50
" " Windsor Station, mail room	81 53		202,104 18	4,534 85		2,787 65	116 82	3,771 82
" generally								217,053 68
Murray Bay (See La Malbaie).								1,973 08
Nicolet, post office, etc.	103 56		1,075 66	71 55	396 26	326 05	15 00	679 13
Pierreville, post office.	68 31		150 00	26 62	336 42	82 78	15 00	1,658 18
Plessisville, post office.	92 89		1,121 25	37 50	122 20	221 84	62 50	585 00
Quebec, armory		585 00						1,007 86
" Citadel, Governor General's quarters.	121 18	39 48		118 68	589 88	138 64		5,572 30
" " custom house, etc.	845 44			178 34	2,080 27	764 32	1,400 00	2,671 42
" " Dept. Agriculture, Seeds Laboratory (Carroll Bldg.)	90 89	2,400 00		35 31		145 22		600 00
" " Dept. of Health, Medical Officer's residence (St. Sauveur)		600 00						540 00
" " Dept. S. C. R. (Merger Bldg.)		540 00						3,567 97
" " examining warehouse	639 92			185 38	963 64	550 99	787 50	19,701 23
" " immigration building (Louise embankment)	4,990 51				5,153 91	1,615 88	7,507 61	3,722 42
" " immigration detention hospital (Savard Park)	815 76				2,414 50	252 23		1,340 22
" " Marine Agency (King's wharf)	78 47				511 75		750 00	82 58
" " Observatory	2 46					30 12	50 00	14,699 84
" " post office, etc. (Main)	5,534 23	330 02		375 52	2,278 27	3,700 45	1,312 50	4,671 52
" " postal station "B"	5 00	4,500 00		4 80		161 72		1,800 55
" " " Faubourg St. Jean	0 55	1,800 00						1,950 97
" " " St. Roch	903 14			49 67	373 19	249 97	375 00	1,119 55
" " " St. Sauveur	284 11			91 51	350 00	238 93	155 00	46,531 99
" " generally	357 04		45,985 37	169 18		20 40		2,045 32
Richmond, post office, etc.	79 16		1,171 25	46 14	470 53	238 24	40 00	951 32
Rigaud, post office, etc.	99 00		324 96	27 79	336 92	138 15	24 50	1,909 20
Rimouski, Dist. Engineer's Office, Dept. Public Works		1,909 20						





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Mines Building (Sussex St.)	53,247 14	14,807 51	3,470 48	670 56	1,712 16	719 14	275 00	6,847 34
National Art Gallery			6,042 35					74,097 00
Department of Interior, Branch (MacKay St.)				232 63	46 39	26 72		305 74
Department Public Works, workshop (35-37 George St.)	14,400 00		3,900 48	126 49	791 33	406 49	298 00	19,920 79
Printing Bureau				15,461 24	144 25	4,178 13	5,518 67	26,362 29
R.C.M.P. "A" Division (cor. Queen and Rideau Hall)	13,374 38		3,597 10	630 23	539 38	397 24		5,163 95
O'Connor Sts.	3,250 65		29,690 54			4,178 22		59,100 13
Grounds, green houses, etc.		3,058 02	14,842 74					21,151 41
Guard Room				92 80				92 80
Fuel and Light		19,000 00						19,000 00
Rockcliffe, Rifle Range						673 62		673 62
Royal Mint				12,147 43	182 52	1,434 19		13,764 14
Supreme Court			2,520 00	32 36	373 76	40 72		2,966 84
Victoria Memorial Museum			11,802 63	14,887 69	2,519 59	898 48	1,010 00	30,618 39
Victoria Island Shipyard			1,335 00		105 30	149 35		1,589 65
War Trophies Building				77 33	7 23			84 56
Departments Generally.—Care and clean- ing of departmental buildings, includ- ing amount of \$100 to E. Snowden for firing noon gun		9,630 82	353,115 92					362,746 74
Sundry rented buildings			47,201 09	31,536 56	28,865 37	3,330 48	7,084 62	791,000 21
Total—Ottawa Buildings	638,654 12	141,493 50	1,115,093 45	281,789 54	80,240 34	47,961 01	34,666 79	3,225,260 97

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
<b>PUBLIC BUILDINGS</b>										
<i>Ontario, excluding Ottawa</i>										
Acton, post office, etc.		71 66		842 50	3 40	386 74	115 47	20 63		1,440 40
Alexandria, post office, etc.		71 16		1,085 00	16 56	234 98	126 51			1,534 21
Almonte, post office, etc.		212 12		1,206 50	71 75	502 94	219 55	100 00		2,312 86
Amherstburg, post office, etc.		62 66		1,152 50	58 68	405 00	245 76	60 00		1,984 60
Angus, Camp Borden, Air Board.		406 46								4,406 46
Arnprior, post office, etc.		78 63		1,130 00	3 98	464 08	445 95	34 44		2,157 08
Athens, post office, etc.		160 00		37 50		432 76	130 50			2,701 66
Aurora, post office, etc.		61 58		1,166 00	14 48	185 10	39 04	16 00		1,482 21
Aylmer (West), post office, etc.		42 15		1,115 00	56 66	363 89	149 45	19 15		1,746 30
Barrie, post office, etc.	2,972 00	196 34		1,100 00	108 75	357 60	183 94	26 63		4,945 26
Belleville, armoury			60 00							60 00
“ food inspection office (Standard Bank Bldg.)			210 00							210 00
“ post office, etc.		2,166 97		1,120 50	113 70	911 05	549 59	42 74		4,904 55
“ taxation office (27-29 Campbell St.)			1,826 72							1,826 72
“ weights and measures office (Belleville Club Bldg.)		474 03	541 67	16 00		100 10	5 13			1,136 93
Bowmanville, Armoury			360 00							360 00
“ post office, etc.		36 46		1,022 50	41 30	324 00	185 57	27 00		1,636 83
Bracebridge post office, etc.		52 08		1,136 00	11 10	372 83	115 84	8 59		1,690 45
Brampton, armoury	893 96									893 96
“ post office, etc.		116 37		1,166 00	87 47	322 42	110 66	23 31		1,826 30
Brantford, armoury	198 00		4,000 00				4 21			4,202 21
“ post office, etc.	234 96	1,146 36		7,546 95	172 14	1,506 44	516 16	112 86	405 18	11,641 05
Bridgeburg post office, etc.	3,025 57			1,116 00	39 15	427 94	74 99	29 68		4,714 33
Brighton, Dept. Nat. Defence			240 00							240 00
“ post office.			176 00							176 00
Brockville post office.		392 96		1,648 50	53 60	712 29	418 95	206 58		3,432 88
Brussels post office.		165 00								165 00
Burford post office.		7 20		821 25	21 25	282 83	144 54			1,277 07
Burlington “Brant” House.	4,316 17			2,040 00	15 44	39 00	70 00	27 00		6,550 04
Caledonia, armoury.	100 00	22 43	195 00							295 00
Campbellford, armoury (Ogilvie Bldg.)			120 00							120 00
Camp Borden, see Angus.										
Cardinal, post office.		45 80			3 95	274 88	110 54	23 00		458 17



Carleton Place, post office, etc.	71 15	1,010 00	22 55	287 19	285 90	38 61	1,725 40
Cayuga, post office.	1,086 08	300 00	14 25	125 08	131 57	0 90	1,657 58
Chatham, armoury							
post office, etc.	667 09		53 60	301 59	160 89	38 03	2,365 70
Chapleau, post office.	300 00	645 00					945 00
Chesley, post office, etc.	135 30		34 39	377 43	150 77		1,876 89
Clinton, armoury							
post office, etc.	328 25	60 00	50 12	388 65	205 43	12 95	60 00
Cobalt, post office							
post office, etc.	95 17	2,100 00	51 30	366 75	159 06	54 14	2,345 90
Cobourg, post office, etc.							
Colborne, armoury		60 00					1,846 92
Collingwood, armoury (Town Hall)		120 00					60 00
Cornwall, armoury	172 58		51 53	667 91	208 86	37 50	120 00
post office, etc.		400 00					2,494 38
Deseronto, post office, etc.	61 48		33 50	532 81	320 65	112 50	400 00
Dresden, post office.	50 48		56 06	347 20	185 42	39 00	2,247 77
Dryden, armoury	532 70		14 10	194 00	86 60	21 00	1,808 13
Dundas, post office.		300 00					1,978 40
Dunville, armoury	619 37		33 49	542 20	143 69	30 77	300 00
Durham, public building (site)		260 00					2,499 52
Dutton, post office (Memorial Hall)	24 00						260 00
Eganville, post office, etc.	4 65	500 00					524 00
Elmira, post office, etc.	391 39		21 45	473 12	204 64	41 00	1,849 86
Elora, post office.	45 82		30 40	13 00	180 75	28 77	1,882 90
Essex, post office.	1,369 09		6 21	499 44	56 04	9 00	1,746 51
Exeter, post office (site)	5 00		22 30	413 73	113 17	45 00	4,987 10
Fergus, post office.	117 85		1 95	321 18	59 66	16 52	5 00
Fort Frances, Dist. Engineer's office,							1,527 16
Fort William, armoury	22 65	1,670 00					1,692 65
examining warehouse, etc.		2,400 00					2,400 00
post office.	1,349 80		142 50	1,261 80	135 49	177 32	8,972 91
taxation office (City Hall).	327 92	61 00	62 49	555 42	290 47	90 00	2,406 30
generally.		1,200 00					1,200 00
Galt, post office, etc.	318 77		20 50		0 50		21 00
Gananoque, custom house.	517 44		43 69	287 81	170 88	41 21	2,060 36
post office, etc.	290 47		14 65	367 06	125 09	44 06	1,068 30
Glencoe, post office.	15 13		49 80	696 18	158 34	34 15	3,036 44
Goderich, armoury			69 80	356 29	125 43	4 40	1,571 05
post office, etc.		300 00					300 00
Gravenhurst, public building	242 45		88 80	450 05	154 86	79 80	2,309 96
Grimsby, armoury							15,148 39
post office, etc.	429 17	295 00					724 17
Guelph, post office, etc.	548 95		39 55	35 38	122 31	30 00	1,935 48
Haileybury.—To pay municipal authorities	206 98		108 30	863 68	178 37	85 76	2,638 01
the amount of fire insurance for erection							
of Community Hall.							
Hamilton, armouries—Taxes for local im-	33,500 00						33,500 00
provements.							
C.N.R. Station, mail room.	3,397 56	242 57				8 00	3,397 56
	232 20						482 77

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>PUBLIC BUILDINGS</b>										
<i>Ontario, excluding Ottawa—Continued</i>										
Hamilton, Dept. National Defence (469 Bay St.)			1,201 63				0 68			1,202 31
" Dept. Soldiers Civil Re-establishment and postal station "C" (Sanford Bldg.)	1,405 46		6,421 80		6 24	1,969 58		308 15	177 69	10,288 92
" Gas and Electric Inspector's office (33 John St.)			720 00			63 00	29 50			812 50
" post office, etc.	6,379 37	1,307 20	50 31	12,492 49	84 49	1,652 45	724 11	1,207 20	66 61	23,964 23
" postal station "B"		298 85		1,260 00		91 60	101 29	45 20		1,796 04
" taxation office (Imperial Bldg.)			7,625 00							7,625 00
" " (Lennox Bldg.)		304 45								304 45
" weights and measures office.			600 00			161 04	9 00			770 04
" generally.										93 75
Hanover, post office, etc.	372 00	122 21		1,160 00		266 36	140 51	45 62		2,141 85
Harriston, armoury.			300 00							300 00
" post office, etc.	525 00	462 76		500 00		639 94	200 02	19 00		2,448 97
Harrow, experimental farm.		3,384 27				189 00	62 53		10 00	3,645 80
Hawkesbury, post office.		481 63		1,134 00	66 10	70 00	156 72	22 28		1,930 73
Hespeler, post office (site)	13 79									13 79
Huntsville, armoury.			199 92							199 92
" post office, etc.	12 00	115 15	475 00	1,142 00						487 00
Ingersoll, post office, etc.			100 00		50 65	1,168 10	161 67	74 88		2,712 51
Inglewood, armoury.		3,232 80				970 63	579 81			4,783 24
Kapuskasing, experimental farm.		30 70		50 00		456 38	221 61			841 19
Kemptville, post office, etc.										600 00
Kenora, Dept. National Defence (Brett Warehouse).			600 00							2,722 35
" post office, etc.		213 05		1,130 00	88 47	929 76	255 72	105 35		96 00
Keewatin, armoury.			96 00							1,282 57
Kincardine, post office.	334 00	170 55		249 96	41 40	296 95	143 39	46 32		4,305 07
Kingston, custom house.	3,246 28	374 90			16 35	444 50	168 64	54 40		
" Dept. National Defence, Riding School (Transport Office).	103 43									103 43
" immigration office.			240 00			55 60	9 00			304 60
" inland revenue office.		241 47	2,449 37	1,080 00	12 70	632 50	235 28	55 97		4,707 29
" post office, etc.		1,527 51		2,626 00	161 70	864 98	584 75	52 60		5,817 54



Kington, Royal Military College, completion of dormitory building.	14,281 36	85 06	1,500 00	305 00	30 55	77 47	4 40	14,281 36
" " taxation office (Bibby Bldg.)	132 55	132 55						2,002 48
" " generally	117 40							132 55
Kingsville, public building (site)								117 40
Kitchener, armory (North Waterloo Regt.)		1 73	2,508 02					2,510 35
" " (Band North Waterloo Regt.)			240 00					240 00
" " C.N.R. Station, mail room			50 00					50 00
" " examining warehouse.		4 30	1,800 00					1,836 91
" " post office, etc.	29,901 15	733 80		1,184 00	100 05	644 93	23 62	33,044 50
" " temporary, 21 King St. West.							110 18	
" " taxation office (Royal Bank Bldg.)			1,865 08			3 59	39 01	1,907 68
Lake Erie, warehouse for Dept. of Agriculture (see Leamington).			600 00					600 00
Lakefield, post office.		604 85	300 00	830 00	41 80	317 00		1,975 04
Leamington, armory.								300 00
" " warehouse.	16,102 82							16,102 82
" " post office, etc.		60 32		1,259 57	40 10	358 61	29 00	1,982 41
Lindsay, post office, etc.		281 50		1,250 75	41 00	522 18	43 95	2,456 30
Listowel, post office, etc.	372 00	728 77		1,179 50	63 30	863 25	90 46	3,474 39
London, C.N.R. Station, mail room.		284 50	204 31					488 81
" " custom house, etc.	3,680 65		110 98	44 50	135 64	589 17	67 04	4,946 97
" " Dept. National Defence (Chapter House)								
" " Dept. National Defence (Western Medical Bldg., 342 Waterloo St.)		284 51	4,400 00		31 47	305 21	13 08	5,139 77
" " Dept. Soldiers Civil Re-establishment (Brener Bldg.)	4,074 08		600 42					4,679 86
London, Dist. Engineer's office, D.P.W. (Royal Bank Bldg.)			3,575 00					3,764 06
" " post office.			13 10					13 10
" " Westminster Military Hospital.	6,801 62				373 95	7,271 10	359 16	15,607 81
" " generally	17,801 21			7,725 35		294 50		17,801 21
L'Original, post office.	2 00		125 00					8,019 85
Lucan, Dept. National Defence.			188 00		17 30	172 00	5 00	127 00
Markham, post office.		25 82		300 00				198 00
Marville, post office.		64 50	160 00					563 69
Merrickville, post office.		2 00	200 00					224 50
Midland, post office.		2,671 88		1,181 00	40 15	249 90	36 28	202 00
Midway, post office.		3 76		60 00	1 60	75 00		4,348 60
Milton, post office.		126 01		1,010 00	48 40	353 74	16 35	1,655 05
Milvorton, post office.		252 85		1,046 00	35 80	307 72	26 39	1,790 29
Mitchell, post office.	347 00	515 91		807 66	36 65	230 94	40 00	2,060 17
Morrisburg, examining warehouse (Rapid Plat-Canal Rev. office)		449 19	20 00					469 19

## DEPARTMENT OF PUBLIC WORKS

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>PUBLIC BUILDINGS</b>										
<i>Ontario, excluding Ottawa—Continued</i>										
Morrisburg, post office (site).....	30 00									30 00
Mount Forest, post office.....		1,095 39		685 00	1 95	234 75	195 13	18 36		2,230 58
Napanee, post office.....	1,732 64	105 18		1,184 00	79 51	565 28	370 03	68 93		4,105 57
New Hamburg, post office.....			300 00			172 80	34 23			507 03
Newmarket, post office, etc.....		200 82		1,151 50	27 91	405 67	78 85	23 30		1,898 05
Niagara Falls, post office, etc.....		1,065 63		1,134 00	72 80	676 21	230 80	49 98		3,229 42
North Bay, Hydro Survey (Angus Block)			480 00							480 00
“ post office, etc.....		511 83		1,500 00	91 40	592 71	323 24	35 64		5,086 15
Norwich, post office, etc.....	2,031 33	19 85		830 00	33 90	242 61	98 70	33 17		1,258 23
Orangeville, armoury (old Town Hall).....			120 00							120 00
Orillia, post office, etc.....		109 85		1,425 00	30 15	232 37	74 03	20 00		1,891 40
Oshawa, post office, etc.....		121 46		880 00	42 25	398 17	203 82	31 06	16 20	1,702 96
Owen Sound, armoury.....		923 24		997 44	55 95	497 15	253 92	74 42		2,802 12
“ post office.....		409 10	432 85				0 83			842 78
Palmerston, post office, etc.....	367 00	230 64		1,206 00	149 37	359 07	172 95	62 50		2,547 53
Paris, post office.....	367 00	417 24		1,166 00	68 68	637 63	111 89	42 50		2,810 94
Parkhill, post office, etc.....		1,306 39		1,130 00	25 60	370 15	175 90	45 00		3,053 64
Parry Sound, armoury.....		1,278 26		1,199 92	36 00	443 50	104 27	22 00		2,083 95
Pembroke, post office, etc.....			480 00							480 00
Perth, armoury.....		871 81		1,243 50	24 40	581 46	574 55	40 00		3,335 72
“ post office (site).....	9 24		125 00							125 00
Peterboro, armoury, local improvement taxes.....										9 24
“ custom house.....	1,261 97									1,261 97
“ post office, etc.....		143 10			48 51	445 56	61 00	75 00		773 17
“ weights and measures office.....	2,492 66			3,089 00	68 15	732 51	235 95	112 50		6,700 77
Petrolia, post office, etc.....			225 00							225 00
Pictou, drill hall.....	356 50	1,777 59		1,116 00	67 00	459 15	155 68	63 52		3,995 44
“ post office, etc.....	10,509 65									10,509 65
“ weights and measures office.....		563 01		1,080 00	84 75	447 72	92 93	28 45		2,296 86
Pigeon River Bridge, immigration building.....			72 00			33 00				105 00
Pontypool, Dept. National Defence.....	1,163 07	428 38				234 00	9 42			1,834 87
Port Arthur, armoury.....		568 00	216 00							216 00
“ examining warehouse, etc.....	2,158 67		65 25	5,315 50	224 20	1,004 88	302 58	119 05	506 34	9,686 47



Port Arthur, post office, etc.	271 76	1,093 56	188 40	644 75	271 36	223 65	2,673 48
Port " generally	77 25	986 70	20 49		17 00		37 49
Port Colborne, canal revenue office.	43 60	1,146 00	18 55	7 60	128 58	10 00	1,063 95
" " public building.		300 00					2,614 33
Port Credit, armory	595 14	1,180 00	45 54	526 45	264 06	11 68	30,763 90
Port Hope, post office, etc.	60 83	1,175 00	81 05	437 28	219 14	33 00	300 00
Port Perry, post office, etc.		60 00					2,692 87
Powassan, armory	62 69		13 71	403 58	34 79	60 00	2,006 30
Prescott, custom house.	144 22	1,456 45	32 07	546 96			60 00
" post office.	139 55	1,184 00	56 50	445 76	199 78	36 12	1,807 92
Preston, post office, etc.		289 80			18 00		2,353 29
Princecton, post office.							2,061 71
Renfrew, armory	4,413 92						2,307 80
" post office.	265 55	875 00	56 47	479 65	161 11	6 75	4,413 92
Ridgetown, post office.		300 00					1,844 53
St. Catharines, armory	128 13						300 00
" post office, etc.	4,337 34	1,152 00	51 66	664 20	153 26	123 26	128 13
" taxation office (Bank of Nova Scotia Bldg.)							6,777 32
St. Marys, Dept. National Defence.		933 29					933 29
" post office, etc.	147 37	550 00					550 00
St. Thomas, armory		1,050 00	40 65	355 85	260 44	25 41	1,879 72
St. Thomas, post office.	511 18	1,206 00	42 75	712 97	146 46	37 57	37 57
Sandwich, post office.	127 64	1,074 17	18 70	61 65	67 32	30 92	4,650 28
Sarnia, armory	13 86						2,216 79
" post office, etc.	253 40	1,010 00	26 50	411 00	119 23	80 00	13 36
Sault Ste. Marie, armory (Wade Garage)		1,920 00			3 13		2,484 13
Dept. National Defence							4,616 91
" (69 East St.)	148 00	390 00					538 00
Searforth, post office.	987 03	2,232 65	172 38	1,223 63	432 93	67 27	5,589 01
Shelburne, post office, etc.	149 96	1,130 00	33 45	500 76	121 54		2,515 24
Simcoe, post office, etc.	70 32	1,170 00	45 79	212 60	189 22	26 00	1,713 83
Smith's Falls, post office, etc.	63 19	1,380 00	58 34	395 70	115 84	20 00	2,033 07
Steelton, post office.	533 05	1,130 00	43 40	528 88	437 60	85 00	3,320 93
Stouffville, post office.	102 00						102 00
" public building.		100 00					19,004 08
Stratford, armory	75 66						100 00
" post office, etc.	262 41	1,241 00	29 75	607 00	408 04	43 50	75 66
Strathroy, post office, etc.	683 29	1,166 00	25 62	298 50	86 95	22 50	2,592 30
Sturgeon Falls, post office.		800 00			85 81		2,282 86
Sudbury, post office, etc.	6,591 21	1,670 00	151 95	1,040 39	2,245 56	87 56	385 81
Sydenham, public building (site)							11,786 67
Tara, Dept. National Defence.	13 00						13 00
Tilbury, post office.	44 15	1,130 00	15 15	327 40	119 16	14 00	180 00
Tillsonburg, post office, etc.	228 07	1,130 00	17 80	152 90	113 37	59 44	1,649 86
Toronto, armory (35 College Ave.)		10,457 64					1,701 58
Board of Pensions Commis-							10,457 64
sioners (Henry Bldg.)		295 48					295 48
" building for Seed Branch.	48,770 31						48,770 31

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>PUBLIC BUILDINGS</b>										
<i>Ontario, excluding Ottawa—Concluded</i>										
Toronto, casualty clearing station and settlement of C.N.R. expropriation claims.....	40 82									40 82
" Christie Street Hospital.....	5,262 05									5,262 05
" custom house (Board of Trade Bldg.) 52-56 Wellington St.....	2,475 46	660 33	23,400 00		208 42		904 74	106 85	169 91	28,135 71
Toronto, Dept. Nat. Defence, R.C.N.V.R. 34 King St. West.....			900 00							900 00
" Dept. Nat. Defence, 48 University St.....			600 00							600 00
" Dept. Nat. Defence, St. Paul's Hall.....			2,400 00							2,400 00
" Dept. Nat. Defence, Mount Denis.....			540 00							540 00
" Dept. Nat. Defence, Keene Bldg. 185 Spadina Ave.....	325 00	1,173 74							551 04	5,362 18
" Dept. Nat. Defence, Toronto University C.O.T.C.....			2,250 00		42 27	2,276 78	693 23	300 10		2,250 00
" examining warehouse, 276 King St. W.....		670 16	11,000 04		112 77	1,870 29	307 98	129 18	236 09	14,326 51
" examining warehouse, Yonge St. grain inspection (Pacific Bldg.).....		723 75			166 62	1,582 70	437 57	26 73	304 67	3,242 04
" inland revenue building.....		240 96	660 00							660 00
" meteorological observatory.....	2,634 55	55 28			115 74	691 86	381 35	30 34	67 04	44,161 84
" ordnance stores (Keene Bldg.), 174 Spadina Ave.....		120 04	23,664 63			1,656 14	444 78	125 98	120 52	26,132 09
" post office (main).....	18,626 24		708 23		987 48	7,575 56	3,294 17	826 40	969 56	32,987 64
" postal station "A" (old C.N.R. Stn.).....		1,043 64	2,700 75		131 60	34 70	478 90		220 62	4,610 21
" postal station "A" (Union Station).....	7,436 15		24,103 76		1,489 89	15,281 92	6,341 93	2,153 50	4,412 97	61,270 15
" postal station "B".....		40 60	1,500 00		62 32	9 08	72 19	10 13		1,694 32
" postal station "C".....	377 00	545 52			100 22	404 65	163 14	65 27		1,715 80
" " "D".....	362 50	1,486 43			100 71	456 98	249 84	45 70		2,702 16
" " "E".....	17 73	69 27	2,400 00		65 36	35 91	218 84	9 78		2,816 89
" " "F" etc.....	2,432 91	74 31			98 45	528 36	333 86	53 42		3,321 34



Toronto, postal station "G".....	325 00	783 97				104 20	724 19	141 24	24 21		2,102 81
" " " "H".....		51 01		1,200 00		55 97	10 93	64 71			1,382 62
" " " "J" (new).....	2,161 00			1,925 00		21 88		50 17			4,158 05
" " " "J" (old).....		795 10		1,250 00		46 70	4 20	91 33			2,187 33
" " " "K".....	168 00					504 61	321 25	124 43	28 47		1,233 20
" " " "L".....		73 50		2,350 00		58 98	11 27	146 53			2,040 28
" " post office garage (Richmond St.).....	325 00	386 00				80 95	982 29	340 06	88 99	240 87	2,444 16
" " (North) siding Christie St. Hospital.....				115 00							115 00
" " in full and final settlement of claim of R. J. Fleming for loss of garage by fire while occupied by the Government under lease.....	35,000 00	6,252 71				162 05		1,568 25			35,000 00
" " Generally.....				300 00		38 45	362 03	237 31	68 75		168,838 33
Trenton, armoury.....		239 93				24 65	65 00	160 64			2,063 97
Trenton, post office.....		1,296 50									2,676 79
Uxbridge, post office.....		174 30									174 30
Vineland, experimental farm.....		290 00									8 00
Walkerton, armoury.....	321 00	80 00				26 95	423 56	481 76			2,353 27
" " post office.....		1,013 74				56 60	326 13	237 98	26 25		3,372 40
Walkerville, post office, etc.....	2,316 15	12 16				41 34	591 06	182 70	37 85		4,327 76
Waterloo, post office, etc.....											50 00
Watford, public building (site).....	50 00			250 00							250 00
Welland, armoury.....		1,481 74				53 61	395 78	235 85	28 72		3,287 70
" " post office, etc.....											45 03
Whitby, armoury.....	45 03	38 75				40 25	397 51	111 76	38 00		1,636 30
" " post office, etc.....		15 10		30 00			80 10	49 73	14 50		195 06
Wiaraton, post office.....	5 63										157 16
" " public building.....	157 16										900 00
Windsor, Dept. S.C.R. (Exchange Bldg.).....		1,585 35		900 00		69 38	920 65	551 18	156 00		6,581 49
Windsor, post office, etc.....		237 63				11 30	418 83	290 32	43 78		1,351 86
Wingham, post office.....		1,090 64				77 37	609 60	183 48	39 20		3,409 29
Woodstock, post office, etc.....		2,357 92						16 06			2,373 98
Minor offices throughout the Province.....		2,097 06				63 63	404 05	2,113 62			4,678 36
Ontario, Generally.....											
Totals, Ontario.....	393,034 04	89,558 78		184,361 75		11,308 52	103,318 84	47,585 76	11,560 63	9,063 03	1,173,320 11
<i>Manitoba</i>											
Brandon, armoury.....	1,907 34										1,907 34
" " examining warehouse.....				1,875 00			154 00	99 75			2,128 75
" " experimental farm.....		5,686 64					1,208 52	347 08			7,942 24
" " post office, etc.....	4,248 92	725 25				64 30	1,411 30	1,091 53	102 40		9,068 70
Carberry, Interior Dept. (Marvin Bldg.).....				216 00							216 00
Carman, armoury.....		133 00									178 00
" " post office.....		362 50		45 00							2,172 57
Dauphin, post office, etc.....		287 75				18 55	402 02	250 50			2,515 08
				1,139 00		76 95	680 20	459 78	50 40		
				960 00							

## DEPARTMENT OF PUBLIC WORKS

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>PUBLIC BUILDINGS</b>										
<i>Manitoba—Concluded</i>										
Dauphin, taxation office, Main St. and 2nd Ave.		1 35								1 35
Emerson, immigration office (Alexandria Block)		37 00	360 00			71 00				468 00
" post office, etc.		140 05		1,060 00	91 85	772 39	405 21		5 00	2,474 50
Gimli, post office.			140 00							140 00
Killarney, Dept. Nat. Defence.			180 00							180 00
Le Pas, land office.			650 00							650 00
" post office.			900 00							900 00
Melita, Dept. Nat. Defence.			300 00							300 00
" post office.			297 00							297 00
Minnedosa, post office, etc.		207 45		1,154 00	5 65	646 07	296 15		16 60	2,325 92
Morden, Dept. Nat. Defence.			480 00							480 00
" experimental farm.		2,102 33				996 44	224 89			3,323 66
" post office, etc.		229 31		1,010 00	52 75	654 84	317 53			2,264 43
Neepawa, post office, etc.		600 98		1,373 05	49 25	926 91	259 20	21 54		3,230 93
Pilot Mount, armoury.			180 00							180 00
Portage la Prairie, armoury.		247 70		540 00	54 40	647 71	117 66	47 75		1,655 22
" post office.		1,409 86		1,267 00	131 10	968 44	1,056 52	51 80		4,884 72
St. Boniface, Dept. Nat. Defence, R.C.N. V.R.			1,545 20							1,545 20
St. Boniface, post office.		75 92		1,080 00	27 40	721 29	114 56	35 25		2,054 42
Selkirk, post office.		62 39		1,080 00		591 66	85 69	21 62		1,841 36
Shoal lake, post office.			240 00							240 00
Souris, armoury.			420 00							420 00
Souris, post office, etc.		296 05		1,162 95	57 65	391 97	160 62	61 30		2,150 54
Stonewall, post office.		58 00		590 82	15 55	245 50	67 18			977 05
Swan River, forestry office.		2 17	720 00							722 17
Transcona, post office.			470 00							470 00
Victoria Beach, Dept. National Defence, R.C.A.F.			650 00							650 00
Virden, post office, etc.		288 65		1,070 00	62 55	556 92	352 63			2,330 75
Winnipeg, custom house, etc.	8,124 16	745 06	374 00		150 59	3,947 71	928 21	235 20	416 54	14,921 47
" (old) land office.		3 40			31 85	14 97	8 00			58 22
" "Deer Lodge" Military Hos- pital.	1,069 65		4,829 45							5,899 10



Winnipeg, Dept. Labour (Canada Bldg.)	148 40	6,150 00							171 43	6,555 06
Dept. National Defence (267 Maryland St.)	375 71	4,800 00								5,175 71
" " National Defence, R.C.A.F. drill hall at North End (McGregor St.)		1,858 06								1,858 06
" " examining warehouse	1,880 00									1,880 00
" " Fort Osborne, barracks	9,367 60									19,126 36
" " immigration buildings	19,435 72									19,435 72
" " Interior Dept. (Chamber of Commerce Bldg.)	18,469 32									27,269 03
" " Laboratory and Rust Investigation Bldg.*		2,940 00								3,056 38
" " post office, etc.	*33,214 29									33,214 29
" " postal station "A"	8,301 12	146 00								21,269 55
" " " " "B"	1,264 85	10,051 00								12,005 60
" " " " "C"	3,724 09									5,624 74
" " " " "D"	4 80	1,835 00								1,862 46
" " " " "E"	266 12	1,217 50								1,835 13
" " " " "F"	19 35	219 68								1,118 75
" " " " "G"	1 65	1,080 00								116 74
" " Railway Commission (Canada Permanent Bldg.)	116 74									1,780 10
" " St. James armoury	37 10	1,740 00								600 00
" " Soldiers' Settlement Board (Enderton Bldg.)		600 00								4,083 33
" " taxation office (Tribune Bldg.)	43 59	4,083 33								12,407 07
" " Union Station, mail room	121 26	12,218 50								1,405 26
" " weights and measures (Bible House)		1,284 00								900 00
" " Government's share of cost of high pressure fire protection service		900 00								19,101 61
" " generally	19,101 61									46,887 25
Minor offices throughout the province	173 47	46,713 43								1,157 30
Manitoba, generally	889 12									1,660 16
	450 71									334,950 35
Totals, Manitoba	107,833 87	65,805 04	61,645 25	1,777 07	39,483 46	13,288 17	3,305 75	2,359 94		
<i>Saskatchewan</i>										
Battleford, post office, etc.										2,219 53
Biggar, armoury	90 10	225 00	900 40	89 13	642 69	426 24	70 97			225 00
Canora, Dept. National Defence		45 00								110 00
" " post office	65 00	551 00								551 00
Duck Lake, immigration building	1 50									1 50
Estevan, armoury		480 00								480 00
" " post office, etc.	219 01		1,125 00	56 97	275 50	209 27	32 30			2,008 05

\*Work carried through by this department, but paid from an appropriation of the Department of Agriculture.

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>PUBLIC BUILDINGS</b>										
<i>Saskatchewan—Concluded</i>										
Fort Qu'Appelle, Dept. National Defence (Old Town Hall).....		361 93	210 00	238 25	10 95	272 49	95 30			571 93
Gravelbourg, post office, etc.....		44 70		1,175 00	46 18	581 89	417 91	110 00		2,544 61
Humboldt, post office, etc.....		1,750 32				1,008 59	599 74	414 25		7,232 81
Indian Head, experimental farm, forest nursery station.....	3,459 91	1,587 85		300 00		1,360 01	51 60	187 05		3,486 51
Kerrobert, armoury.....			300 00							300 00
Kindersley, armoury.....			375 00							375 00
Lloydminster, immigration building.....		33 85								33 85
" " post office, etc.....		76 80		1,175 00	47 40	319 42	506 98			2,125 60
Maple Creek, post office, etc.....		379 16		289 36	77 48	334 99	175 05	37 95		1,293 99
Melfort, post office, etc.....		257 15		1,190 00	40 00	815 50	297 90	33 75		2,634 30
Melville, post office.....		9 16	450 00							459 16
Moose Jaw, armoury, local improvement taxes.....	1,982 74									1,982 74
" " C.P.R. Station, mail room.....		1,334 25	375 00							1,709 25
" " post office, etc.....	4,427 26	245 37	158 90	6,740 76	214 24	2,639 11	1,496 72	278 90	761 74	16,963 00
North Battleford, immigration building.....		3 90	1 00			155 80	41 00	30 23		231 98
" " post office, etc.....		44 25		1,010 00	107 28	501 77	328 29	52 64		2,044 23
North Portal, immigration building.....		48 40	1 00							49 40
Prince Albert, immigration building.....		510 50				100 00	43 30			653 80
" " post office, etc.....		723 28		2,536 50	176 72	1,469 93	1,167 13	74 32		6,147 88
" " Soldiers' Settlement Board (Harphill Bldg.).....		139 33	2,400 00							2,539 33
Qu'Appelle, armoury.....			360 00							360 00
Regina, armoury (Old Creamery Bldg.).....		143 37	2,100 00							2,243 37
" " Aast. Receiver General's office (St. Andrew's Hall).....		52 25	2,100 00							2,152 25
" " Dept. National Defence, R.C.N. V.R. (Bannister Bldg.).....	2,077 30	4 00	7 94	1,480 00	104 46	595 05	684 20	43 85	169 43	5,166 23
" " Dept. National Defence, R.C.N. V.R. (Mortgage Trust Bldg.).....		2 09	160 00							162 09
" " Dept. National Defence, Rifle Range (Creamery Bldg.).....	675 00									675 00
" " Dept. Soldiers' Civil Re-estab- lishment, etc. (G.W.V.A. Bldg.).....			1,125 00							1,125 00
			8,468 00				179 85		64 24	8,712 09



Regina, examining warehouse.....	1,106 87		1,925 00	97 36	398 18	107 30	18 45	45 75	3,758 91
" immigration building.....	58 65								58 65
" ordnance stores (Laird Bldg.).....	445 37	6,000 00			739 70	479 65	35 31	79 85	7,779 88
" " (Whitmore Bldg.).....		6,000 00							6,000 00
" post office, etc.....	2,064 53	63 00	5,148 15	428 28	2,242 12	1,692 66	373 80	492 93	15,302 96
" postal station "A" (C.P.R. Station).....	115 95	4,828 30		43 90	1 23				4,989 38
" taxation office, etc. (McCallum Hill Bldg.).....	107 49	13,452 66		2 60		199 12			13,651 72
" generally.....		300 00							110 09
Rosetown, Dept. National Defence.....	2,367 68				1,187 68				3,555 37
Rosethorn, experimental farm.....		180 00							180 00
Saltcoats, Dept. National Defence.....									3,071 40
Saskatoon, armoury (Caswell Bldg.).....	3,071 40								7 25
" C.N.R., mail room.....	7 25								1,795 65
" examining warehouse (York Bldg.).....	6 00	1,700 00				29 65			6,297 50
" inland revenue, etc. (Canada Bldg.).....	60 00	6,076 95				160 55			9,871 17
" land office (Connaught Bldg.).....	624 17	9,096 00				151 00			7,647 05
" post office, etc.....	623 98		2,922 87	186 30	1,087 36	1,580 36	75 02	75 36	61 66
" public building (site).....	1,095 80								1,707 00
" public building (site).....	61 66								1,509 41
" taxation office (Bank of Montreal Bldg.).....		1,707 00							5 90
" weights and measures office (Commercial Bldg.).....	189 41	1,320 00				1 58			3,800 42
" generally.....	4 32					318 20			804 20
Scott, experimental farm.....	2,898 63				583 59				1,363 87
Sutherland, forest nursery station.....	254 10				650 10				320 72
Swift Current, armoury.....		600 00				316 92		187 05	2,338 14
" experimental farm.....	187 10				672 80	18 22			62 80
" land office.....	2 50	300 00				503 14			600 00
" post office.....	35 00	1,800 00							2,460 79
West Poplar, immigration building.....	22 10	600 00			40 70				396 62
Weyburn, armoury.....									2,472 67
" post office, etc.....	276 16		1,175 00	52 40	408 80	416 98	71 45		454 28
Wilkie, public building (site).....	396 62								2,135 16
Yorkton, post office, etc.....	271 76		1,080 00	62 02	650 16	324 56	84 17		185 49
Minor offices throughout the province.....	454 28								804 70
Saskatchewan, generally.....	1,862 80				1 36	271 00			1,965 44
Totals, Saskatchewan.....	20,045 18	73,976 69	30,411 29	1,843 67	19,796 52	13,381 37	2,024 46	1,876 35	185,802 79
	22,447 26								
Alberta									
Athabasca Landing, forestry office.....		12 00							12 00
" immigration building.....		15 00							185 49
Banff, Dept. Nat. Defence (Ford Garage).....	53 72	750 00			170 49				804 70
Bassano, post office, etc.....	322 50		1,080 00	14 00	318 18	188 76	42 00		1,965 44

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
PUBLIC BUILDINGS										
Alberta—Concluded										
Beaverlodge (West Edmonton) experi- mental station.....		2 25				56 00				58 25
Calgary. Asst. Receiver General's Office.		181 96	65 00	1,466 63	4 95	340 81	255 80	16 49		2,331 54
" " C.P.R. Station, mail room.....		81 25	112 56		4 05				61 11	258 97
" " customs examining warehouse.....	3,555 02	881 26		9,286 50		2,292 77	1,067 85	936 93	2,078 49	20,098 82
Dept. Nat. Defence (1115-8th Ave. West.....			900 00							900 00
Dept. Nat. Defence, R.C.N.V. R.....			1,125 00							1,125 00
Dept. Nat. Defence, stables 9th Ave.....			480 00							480 00
Dept. Nat. Defence, stables, 10th Ave.....			200 00							200 00
Dept. Soldiers Civil Re-Estab- lishment (Hammill Garage)			600 00							600 00
Dept. Soldiers Civil Re-Estab- lishment (Col. Belcher's Hos- pital).....		26 85	10,800 00							10,826 85
" " forestry office (McLean Bldg.)		206 60	600 00				26 62			833 22
" " immigration building.....		819 16	10 00	2,377 66	0 95	466 02	150 29	265 40	203 02	4,292 50
" " irrigation and lands office (Blow Bldg.).....		1 25	1,845 00							1,846 25
" " irrigation and lands office (Hick- man Block).....		0 35	280 00							280 35
" " ordnance stores, 10th Ave. and 7th St.....			8,400 00							8,400 00
" " post office, etc., (Southern Bldg.)	6,119 43		70,000 00	9,280 21	480 27	3,171 67	4,089 15	333 87	858 48	94,333 08
" " Dept. (Lancaster Bldg.).....		64 24	13,406 29							13,470 53
" " post office (site) clearing debris. Generally.....		277 99			911 46		103 94			1,293 39
Chauvin, Dept. Nat. Defence.....			180 00							180 00
Clareholm, Dept. Nat. Defence.....		246 77	135 00							381 77
Coutts, immigration building.....		485 15	15 36							500 51
De Winton, armoury.....			120 00							120 00
Edmonton, C.N.R. Station, mail room. " " customs examining warehouse (Blowey-Henry Bldg.).....	1,372 63	68 96	42 90				261 46			373 32
		429 60	15,562 50	1,569 20	40 95		548 08			19,522 06



Edmonton, Dept. of Agriculture (Stock-yard)	4	14
" Dept. Soldiers Civil Re-Establishment. (McLeod Bldg.)	33 96	33 96
" immigration building.	981 82	100 42
" land office (Alexandra Block).	540 00	167 32
" " (old)	167 32	51,293 24
" post office, etc.	3,904 40	353 12
" " Dept. (Mortlake Bldg.)	11,621 07	599 57
" " Soldiers Settlement Board (Williamson Block)	5,120 00	636 17
" " South (Strathecona) immigration building.	7,763 00	
" " South (Strathecona) post office, etc.		
" " Generally...	1,960 79	513 92
Edson, immigration building...	118 45	58 71
Entrance (West Edmonton) forestry office	376 42	3 53
Gleichen, armory	200 90	39 03
Grande Prairie, immigration building...	200 90	11 95
" post office, etc.	43 50	
Hardisty, Dept. Nat. Defence.	63 15	41 25
Lacombe, experimental farm.	637 66	199 85
Lethbridge, Dept. Nat. Defence (Artillery Units, Garage).	1,446 75	437 83
" " experimental farm.	1,800 00	155 81
" " post office, etc., generally.	1,800 00	
Macleod, custom house	728 29	262 47
Medicine Hat, armory.	994 25	879 28
" " C.P.R. Station, mail room	5,729 43	115 60
" " post office, etc.	103 90	313 65
Nanton, Dept. Nat. Defence.	9 10	0 83
Peace River, immigration building.	733 32	37 20
" " land office.	2,000 00	26 40
Pincher Creek, forestry office.	84 39	
Radcliffe, Dept. Nat. Defence.	28 13	147 53
Red Deer, drill hall	70 37	51 29
" " public building.	200 12	447 75
Rocky Mountain, forestry office.	414 00	
Spirit River, immigration building.	31 46	730 42
Strathecona, see Edmonton South.	960 00	171 48
Vermilion, immigration building (site).	510 00	
Wetaskiwin, post office.	780 00	
Minor offices throughout the Province.	240 00	
Alberta, Generally	350 00	0 83
Totals, Alberta.	1,434 00	292 02
	37 95	63 60
	255 00	
	29 66	
	249 00	
	336 90	
	729 58	
	30 04	
	528 25	
	1 36	
	36 43	
	303 535 81	

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<b>PUBLIC BUILDINGS</b>										
<i>British Columbia</i>										
Agassiz, experimental farm.....		3,998 86				1,250 17	460 52			5,709 55
Asherott, public building.....		977 70		1,434 00	81 45	375 50	568 57	131 75		3,568 97
Atlin, post office.....		55 50			57 05	200 00	238 00			550 55
Bamfield, public building.....		161 65			40 28	261 24	97 71			560 88
Bentinck Island, Lazaretto.....	8,491 68			1,053 86	9 03	367 36	123 78	48 00		8,491 08
Chilliwack, post office, etc.....		622 01								2,224 04
Cloverdale, immigration building.....		14 85				65 00	99 77			755 74
Comox, post office, etc.....		203 00		349 92	38 05					14 85
Courtenay, public building.....	32,247 04	25 00		232 74	3 00	278 00	10 70	8 00		32,804 48
Cranbrook, Dept. Nat. Defence (Hanson Bldg.).....		12 10	300 00							312 10
" post office, etc.....		437 20		1,261 00	154 88	511 25	440 33	110 80		2,915 46
Cumberland, post office, etc.....		384 45		1,130 00	34 86	210 10	192 53	60 00		2,511 94
Digby Island, quarantine station.....		406 50								406 50
Douglas, immigration building.....		132 50					12 10			144 60
Duncan, post office, etc.....		368 03		1,240 00	50 43	413 91	195 30	64 30		2,331 97
Esquimalt, Boat House at H.M.C. Bar- racks.....	8,196 12									8,196 12
" buildings and wharfs at R.C.N. barracks and H.M.C. dock- yard.....	11,341 10	570 44								11,911 54
" replacement of buildings and equipment destroyed by fire.....	9,308 50									9,308 50
Fernie, post office, etc.....		480 84		1,370 00	115 67	287 60	205 55	54 00		2,513 66
Grand Forks, post office, etc.....		948 17		1,207 50	88 75	533 14	231 57	75 00		3,084 13
Greenwood, post office, etc.....		350 95		422 50	72 58	378 75	174 45	69 00		1,468 24
Huntingdon, immigration building.....						652 50		24 00		24 00
Invermere, experimental farm.....	11,189 41	4,911 98								16,753 89
Kamloops, Interior Dept. (Acadia Block) Avenue.....		215 71	811 36							1,027 07
" post office, (old) Main St.....		3,320 93	300 00	870 00	73 85	462 80	146 77	24 00		300 00
" temporary (Fre- mont Bldg.).....		325 32	225 00				181 48	5 00		736 80
" public building (new).....	9,001 03	1,330 38		923 06	172 90	908 35	543 45	56 00	35 14	12,970 31
Kelowna, armoury (Casorso Block).....			195 00							195 00





## DEPARTMENT OF PUBLIC WORKS

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
<b>PUBLIC BUILDINGS</b>										
<i>British Columbia—Continued</i>										
Vancouver, Dept. National Defence (1117 Seaton St.)			1,800 00							1,800 00
" Dept. National Defence (Beatty and Dunsinuir Sts.)			4,800 00							4,800 00
" Dept. National Defence, R.C. N.V.R.			1,800 00							1,800 00
" Dept. National Defence, re- creation grounds			300 00							300 00
" Dept. Soldiers' Civil Re-estab- lishment (Shaughnessy Hospital)	4,034 20									4,034 20
" Dept. Soldiers' Civil Re-estab- lishment (780 Beatty St.)			1,800 00							1,800 00
" Dept. Soldiers' Civil Re-estab- lishment (North West Bldg.)			1,600 00							1,600 00
" Dept. Soldiers' Civil Re-estab- lishment and Dept. Public Works Dredging Office (Duncan Bldg.)		529 72 380 16	3,778 04 10 70		2 40 262 44		73 64 839 60			4,383 80 26,083 19
" examining warehouse	9,665 50			12,153 26		1,965 65		251 50	559 38	
" fisheries inspector's office (Mol- son Bank Bldg.)		199 90	716 00				4 64			920 54
" geological survey (Pacific Bldg.)		11 81	1,260 00				8 16			1,279 97
" grain commissioners' office (Metropolitan Bldg.)		137 75	120 00							257 75
" grain inspection office	5,062 35									5,062 35
" immigration detention build- ing		1,113 01			20 02	1,663 81	914 20	494 65	243 00	4,457 69
" Indian Affairs (Holden Bldg.)			812 50				17 65			830 15
" Kerrisdale (Masonic Hall)										
" Letter Carriers' Depot		2,170 19	1,650 00							3,820 19
" post office (new)		5,265 59	342 30	19,492 54	695 19	2,897 70	4,921 88	376 80	445 00	34,437 00
" " (old), Assay Office		163 53	2,416 00	3,116 00	43 89	542 38	325 53	63 50		6,670 83



Vancouver, postal station "A" (C.P.R. Station).										
"	"	294 40	2,825 00							2,919 40
"	"	21 29	4,200 00							6,947 22
"	"	169 28		2,550 00	86 00			89 93		2,312 01
"	"	48 64	2,400 00	1,250 00	68 83	719 16		81 99	22 75	3,647 66
"	"	178 74		1,030 00	42 54	12 00		124 48		3,249 75
"	"			21 93	20 75	2 00		26 33		562 59
"	"		450 00	57 00		53 19		2 40		
"	taxation office (Board of Trade Bldg.)	351 14	11,400 00					321 28		12,072 42
"	acquisition and maintenance of Winch Bldg.	614 35		4,061 74	159 99	1,389 37		930 86	295 75	24,883 65
"	generally	63 61			11 45					75 06
Vernon, Dept. Soldiers' Civil Re-establishment (Megaw Bldg.)		438 85	1,500 00			443 63				2,382 48
"	post office, etc.	447 51		1,265 00	185 28	1,225 85		333 27	48 00	3,504 91
Victoria, astrophysical observatory (Little Saanich Mountain)		5,545 00		2,922 17	126 13	886 61		631 41	361 63	10,472 95
"	Dept. National Defence (R.C.N. V.R.)	65 64								65 64
"	Dept. Soldiers' Civil Re-establishment (Strathcona Hotel)		375 00							375 00
"	examining warehouse (Ames Holden Bldg.)	94 50	4,800 00	1,452 00	27 54	128 50		59 67	21 24	6,655 45
"	fumigating plant (C.P.R. wharf)		30 06							30 06
"	hydro-survey (Victoria Bldg.)	288 47				847 50		178 03	160 11	1,344 00
"	immigration building	356 06		1,452 00	58 18	363 50		231 65	29 27	1,474 11
"	marine office (old custom house)	282 82		1,472 00	66 14	204 00		244 34	27 63	2,490 66
"	meteorological observatory	2,123 28	351 60	17,191 32	412 78	2,748 40		2,101 51	116 93	25,945 33
"	post office, etc. (new)	79 82		1,422 00	46 19	2,274 00		113 25	49 69	1,984 96
"	post office, etc. (old)					3,539 21		156 20	37 13	5,912 90
William Head, quarantine station		2,186 36				356 25				356 25
Windermere, experimental farm		1,069 00								1,069 00
Minor offices throughout the province		2,210 44								2,634 88
British Columbia generally						1 35		483 09		
Totals, British Columbia		193,599 87	78,631 43	97,612 41	4,011 17	33,775 36		22,146 27	3,254 82	496,652 52

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Building	Construction and Improvements	Repairs and Furniture	Staff and Maintenance	Total
	\$	\$	\$	\$
	cts.	cts.	cts.	cts.
<i>Yukon Territory</i>				
Heating, lighting, water, etc., for all buildings in Yukon Territory.....			31,878 17	31,878 17
Total, Yukon Territory.....			31,878 17	31,878 17
<i>Generally</i>				
Advertising coal tenders for Dominion Buildings.....			418 30	418 30
Flags for Dominion public buildings.....			4,913 08	4,913 08
London, England, Canadian Building.....			20,712 44	257,363 67
Post Office fittings and supplies, stock stored at Toronto for distribution throughout the provinces.....	236,651 23			12,167 54
Printing, stationery instruments, travelling, etc.....	12,167 54		12,050 50	12,050 50
Salaries of resident clerks of works, etc.....			64,669 86	64,669 86
Totals, generally.....	248,818 77		102,764 18	351,582 95



**AMOUNTS expended by the Department of Public Works of Canada during the  
fiscal year ended March 31, 1926**

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Nova Scotia—</i>					
Amherst Point, wharf.....			450 00		450 00
Amiro's Hill, wharf.....			100 55		100 55
Anderson's Cove, pier, etc.....	300 00	15 00			315 00
Annapolis Royal, wharf.....			800 22		800 22
Antigonish Harbour Channel.....	35,366 17				35,366 17
Arcadia (Yarmouth Co.) wharf.....			99 63		99 63
Arichat, wharf.....			47 45		47 45
Arisaig, wharf (new).....		1,826 78			1,826 78
Aspy Bay. <i>See</i> Dingwall.					
Avonport, wharf.....		1,524 40			1,524 40
Baddeck, wharf.....			295 25		295 25
Bailey's Brook, channel piers.....			1,199 68		1,199 68
Barrington Cove (Sydney Mines) wharf, etc.....	911 46		397 60		1,309 06
Barrington Passage (Shelburne Co.) wharf.....			799 16		799 16
Bass River, wharf.....			3,812 24		3,812 24
Bayfield (Antigonish-Guysboro) breakwater.....		223 30			223 30
Bayport, wharf.....		3,259 02			3,259 02
Bay St. Lawrence, breakwater.....		3,095 58			3,095 58
Bea Cove, breakwater.....			518 02		518 02
Beaver Harbour, wharf.....			699 70		699 70
Belliveau's Cove, breakwater.....			400 01		400 01
Black Point (Cape Breton South, Richmond Co.).....			3,797 39		3,797 39
Black Point (Shelburne and Queen's Co.) wharf.....			3,097 64		3,097 64
Blandford.....	3,334 27				3,334 27
Blue Rocks.....	703 82				703 82
Broad Cove Marsh, breakwater-wharf.....			228 46		228 46
Burke's Head. <i>See</i> North Ingonish.					
Burlington Centre, wharf.....		1,596 44			1,596 44
Canada Creek, breakwater.....		5,768 23			5,768 23
Caribou Island, breakwater.....			1,198 47		1,198 47
Carr's Brook, breakwater.....			249 53		249 53
Cary's Passage (Richmond Co.).....	2,519 76				2,519 76
Chapel Cove, beach protection.....		399 98			399 98
Chebogue Harbour, breakwater.....		2,598 50			2,598 50
Chegoggin.....	149 47				149 47
Chester Canal, bridge and wall, etc.....	1,125 54		127 18		1,252 72
Chester, wharf.....		358 27			358 27
Chéticamp. <i>See</i> Eastern Harbour.					
Chéticamp Point, wharf.....			4,983 75		4,983 75
Cheverie, wharf.....			3,199 78		3,199 78
Chimney Corner, wharf.....		485 71			485 71
Chipman's Brook, wharf.....			900 07		900 07
Church Point, wharf.....			600 06		600 06
Comeau's Hill, breakwater-wharf.....		346 94			346 94
Corkum's Island.....	101 15				101 15
Cow Bay, breakwater.....			6,999 94		6,999 94
Creignish, wharf.....		999 49			999 49
Cris Cove (Annapolis Co.), breakwater.....		93 40			93 40
Croft's Cove, wharf.....			595 50		595 50
Dartmouth, pier.....		5,593 06			5,593 06
Delap's Cove, breakwater-wharf.....			147 18		147 18
D'Escousse, wharf.....			199 95		199 95
Digby, pier.....			1,998 23		1,998 23
Dingwall (Aspy Bay), breakwater.....		11,725 84			11,725 84
Eagle Head Harbour, breakwater.....		920 14			920 14
East Berlin, breakwater.....			1,395 25		1,395 25
Eastern Harbour (Chéticamp) wharf.....			56 42		56 42
Eastern Points (Lunenburg).....	521 99				521 99
East Green Harbour, wharf.....		798 35			798 35
East River, lock.....	12,759 00				12,759 00
East Ship Harbour, wharf.....			9 22		9 22

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Nova Scotia—Continued</i>					
Ecum Secum (Halifax Co.), wharf.....		294 93			294 93
" (Antigonish-Guysboro), wharf extension.....		4,080 28			4,080 28
Felton South, breakwater.....		3,003 22			3,003 22
" wharf.....			174 59		174 59
Finlay Point, breakwater-wharf.....		2,577 17			2,577 17
Fishermen's Harbour, wharf.....		4,528 74			4,528 74
Five Islands (Colchester Co.) wharf.....		1,050 50			1,050 50
Fourchu Harbour, protection works.....			1,594 09		1,594 09
" wharf.....			358 35		358 35
Freeport, breakwater.....		9,712 73			9,712 73
Friar's Head, boat harbour.....		699 17			699 17
Fruid's Point, wharf. In full and final settlement of Mr. A. V. Allen's claim re loss of horse.....				250 00	250 00
Gabarous, beach protection works.....			754 49		754 49
" breakwater.....			199 98		199 98
Georgeville, fishermen's beach.....		269 66			269 66
Graff Beach (Halifax Co.).....	1,925 20				1,925 20
Grand Etang, breakwater.....		107 00			107 00
" piers.....			4,999 43		4,999 43
Grand Mira South (Richmond West Co.) wharf.....			299 94		299 94
Grand Narrows, wharf.....			486 99		486 99
Granville Centre, wharf.....			265 50		265 50
Great Village, wharf.....		4,992 77			4,992 77
Gulliver's Cove, breakwater.....		12,893 75			12,893 75
Half Island Cove, wharf.....		449 50			449 50
Hall's Harbour, breakwater, etc.....		1,732 23	694 72		2,426 95
Hantsport, wharf.....			1,891 14		1,891 14
Harbour au Bouche, wharf.....			350 01		350 01
Harbourville, breakwater.....			2,494 67		2,494 67
Horton Landing, wharf.....			1,840 07		1,840 07
Hunt's Point, landing wharf.....	80 50		1,998 87		2,079 37
Indian Harbour, (Halifax Co.), wharf.....		998 47			998 47
Inverness, protection works, etc.....	28,071 44	999 99			29,071 43
Iona, wharf.....			399 98		399 98
Irish Cove, wharf.....			499 17		499 17
Isaac's Harbour, wharf.....		348 70			348 70
Jersey Cove, wharf.....		2,230 37			2,230 37
Joggins, breakwater, etc.....	596 30	6,602 76			7,199 06
Johnson's Harbour, wharf.....			299 09		299 09
Jones Harbour, wharf.....		794 85			794 85
Judique (Baxter's) wharf.....			19 00		19 00
" (McKay's Point) wharf.....			796 23		796 23
Kelly's Cove, breakwater.....			811 74		811 74
Kraut Point, wharf.....			1,416 84		1,416 84
La Have Ferry, wharfs, etc.....	500 00	4,687 50			5,187 50
L'Archevêque (Richmond Co.) channel.....	64 56				64 56
Larry's River, breakwater.....		6,000 65			6,000 65
Litchfield, wharf.....			498 61		498 61
Little Anse, breakwater.....			4,094 35		4,094 35
Little Brook (Digby Co.) breakwater.....			175 08		175 08
Little Harbour (Pictou Co.) wharf.....			956 18		956 18
Little Judique Ponds (Inverness Co.), breakwater-wharf.....		4,924 63			4,924 63
Little Narrows, North (Inverness Co.) wharf.....			523 21		523 21
Little Narrows, South (Victoria Co.) warehouse.....		463 46			463 46
Liverpool, channel.....	50,031 47				50,031 47
Livingstone's Cove, breakwater.....			1,000 00		1,000 00
Louis Head, beach protection.....		799 68			799 68
Lower Burlington, wharf.....		2,579 29			2,579 29
Lower Kingsburg, breakwater.....		2,485 92	69 24		2,555 16
Lower L'Ardoise, breakwater.....		2,876 05			2,876 05



AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Nova Scotia—Continued</i>					
Lower Prospect, wharf.....		887 74			887 74
Lower Rose Bay (Lunenburg).....	459 10				459 10
Lower Sandy Point, breakwater.....		3,188 02			3,188 02
Lower West Pubnico.....	1,396 78				1,396 78
Lunenburg.....	67,921 34				67,921 34
McNair's Cove.....	1,355 22				1,355 22
Mabou Bridge, wharf.....		4,476 46			4,476 46
Mahone Bay.....	4,572 00				4,572 00
Maisin à Dieu, wharf.....		2,756 35			2,756 35
Malagash, wharf.....	22,413 76				22,413 76
Marble Mountain, wharf.....			234 00		234 00
Margaree Harbour, beach protection, etc.....	5,208 35		1,995 70		7,204 05
Margaree Island, wharf.....			490 91		490 91
Margaretville, breakwater.....			995 14		995 14
Ment Cove, breakwater.....		1,140 87			1,140 87
Meteghan, breakwater.....			349 66		349 66
Meteghan River, breakwater, etc.....		1,558 84	726 58		2,285 42
Middle East Pubnico, wharf.....			230 25		230 25
Mill Creek, wharf.....		1,965 44			1,965 44
Minasville, breakwater.....	657 74				657 74
Minudie, wharf.....		350 65			350 65
Mosher's Bay, skidway, etc.....	461 00	726 85			1,187 85
Muises Point (Yarmouth Co.) wharf.....			449 64		449 64
Necum Teuch, wharf, etc.....	4,816 50		350 00		5,166 50
Neil's Harbour (Victoria Co.) breakwater.....			502 19		502 19
Newellton, wharf.....			804 51		804 51
New Harbour, breakwater.....			898 95		898 95
New Harris, wharf.....		398 55			398 55
Noel, wharf.....			199 55		199 55
North Belleville, wharf.....			149 77		149 77
North East Harbour, wharf.....			1,099 01		1,099 01
North Ingonish (Burk's Head) breakwater.....			99 95		99 95
North Ingonish (McLeod's) breakwater.....		15,253 75			15,253 75
North River, wharf (warehouse).....			598 12		598 12
North Sydney, breakwater extension, etc.....	1,399 74	1,980 13			3,379 87
North Sydney, protection works.....			227 00		227 00
“ Salter's wharf.....	6,282 58				6,282 58
“ Vooght's wharf.....	585 94				585 94
“ wharf, etc.....	1,595 06	6,981 90			8,576 96
North West Arm (Jollimore), wharf.....		764 40			764 40
Nyanza, wharf.....			306 48		306 48
Ogden's Pond, wharf.....	100 00				100 00
Ogilvie's, breakwater.....			649 96		649 96
Osborne, breakwater.....	197 70		150 05		347 75
Parker's Cove, breakwater.....		3,469 93			3,469 93
Park's Creek (Lunenburg-Queen's Co.), wharf.....		1,997 25			1,997 25
Parrsboro, wharf (new).....		38,998 45			38,998 45
Pembroke, breakwater.....			393 38		393 38
Petit de Grat.....	8,200 67				8,200 67
Petite Rivière (Lunenburg-Queen's Co.), breakwater, etc.....	622 00		75 13		697 13
Pickett's Cove (King's Co.), wharf.....			396 63		396 63
Pinkney's Point, breakwater.....		8,498 89			8,498 89
Pleasant Bay (Inverness Co.), wharf.....			95 80		95 80
“ (Lowland Cove), slipway.....		1,198 18			1,198 18
Plymouth, wharf.....			233 29		233 29
Point Tupper, wharf.....			40 00		40 00
Poirierville, wharf.....			2,150 04		2,150 04
Portapique, wharf.....		3,645 80			3,645 80
Port Dufferin East, wharf.....			1,766 84		1,766 84

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Work	Dredging	Construc- tion and Improvements	Repairs	Staff and Main- tenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Nova Scotia—Continued</i>					
Port George (Annapolis-Digby), breakwater.....			2,010 02		2,010 02
Port Greville, breakwater reconstruction, etc.....	1,598 68	11,225 72			12,824 40
Port Hawkesbury, wharf.....			3,975 08		3,975 08
Port Hood, wharf, etc.....	4,069 02		428 11		4,497 13
Port Lorne, wharf.....			231 38		231 38
Port Maitland (Yarmouth Co.) breakwater, etc.....		4,037 54	168 59		4,206 13
Port Mouton.....	5,218 52				5,218 52
Port Mulgrave.....	32 151 44				32 151 44
Port Royal, wharf.....			169 36		169 36
Portuguese Cove, breakwater.....		11,723 00			11,723 00
Pugwash, wharf.....			2,479 95		2,479 95
River Bourgeois, wharf (new).....		3,993 30			3,993 30
St. Ann's Harbour.....	36,920 70				36,920 70
St. Francis Harbour, breakwater.....		1,737 40			1,737 40
St. Joseph du Moine (Inverness Co.), wharf.....			200 24		200 24
St. Mary's River.....	802 37				802 37
Salmon River, channel protection.....			4,776 29		4,776 29
Saulnierville, breakwater, etc.....		6,262 96	939 91		7,202 87
Seaforth, breakwater.....			748 26		748 26
Seal Harbour, breakwater.....		1,297 36			1,297 36
Shag Harbour.....	3,498 50				3,498 50
Shaw's Beach (Richmond-West Co.), protection works.....			800 00		800 00
Sheet Harbour (East River), wharf.....			550 90		550 95
" (West River), wharf.....		19,705 44			19,705 44
Shelburne, wharf.....			1,455 72		1,455 72
Short Beach, breakwater.....			813 86		813 86
" channel protection piers.....		7,431 98			7,431 98
Skinner's Cove, wharf.....			85 27		85 27
Sluice Point (Yarmouth Co.), wharf.....			98 79		98 79
Smith's Cove (Port Hood Island), beach protection.....			97 00		97 00
Soldier's Cove (Richmond West Co.), wharf.....		147 54			147 54
Sonora, wharf.....			1,999 97		1,999 97
South East Cove, breakwater.....			741 01		741 01
South West Cove.....	592 00				592 00
South Lake (Lake Vale), beach protection.....		46 86			46 86
South Lake (Lake Vale), training pier.....		3,799 79			3,799 79
Spencer's Island, wharf.....			38 04		38 04
Spry Bay, Leslie's, wharf reconstruction.....		2,480 13			2,480 13
Summerville, wharf.....		986 08			986 08
Surette Island, wharf.....		1,971 85			1,971 85
Sydney, wharf.....		224 95			224 95
Tangier Harbour, wharf.....			100 04		100 04
Tenecape.....	976 50				976 50
Terrance Bay, wharf.....			3,839 94		3,839 94
Tittle Passage.....	497 92				497 92
Tiverton, breakwater.....		300 00			300 00
Toney River, channel piers.....		5,579 66			5,579 66
Trout Cove, breakwater.....			798 36		798 36
Troy Pond, cribwork blocks.....		9,996 65			9,996 65
Turner's Island, wharf.....			173 69		173 69
Tusket (Yarmouth Co.), wharf.....			199 62		199 62
Upper Port Latour, wharf.....			886 91		886 91
Wallace Bridge, wharf.....			164 89		164 89
Wallace, wharf, etc.....	4,994 16		548 21		5,542 37
Walton, breakwater.....			1,196 43		1,196 43
Wentworth.....	4,439 79				4,439 79
West Advocate, breakwater.....			445 82		445 82
West Baccaro.....	437 86				437 86



AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Nova Scotia</i> —Concluded					
West Bay, wharf.....			149 70		149 70
West Chezzetcook, breakwater.....			700 00		700 00
West Dover, wharf.....			525 25		525 25
West Dublin.....	480 00				480 00
Western Head, breakwater (Queen's Co.).....		8,348 12			8,348 12
Western Shore, wharf.....			52 28		52 28
West Head, breakwater (Cape Sable Island).....			2,980 25		2,980 25
West La Have Ferry, wharf.....		1,644 89			1,644 89
Westport, wharf.....			559 74		559 74
Whitewaters, wharf.....			2,692 91		2,692 91
Whycocomagh, wharf.....	4,296 89		360 09		4,656 98
Windsor, wharf extension, etc.....	2,738 53	24,141 08			26,879 61
Wolfville, new wharf.....		7,130 25			7,130 25
“ old wharf.....			191 22		191 22
Yarmouth Bar, beach protection.....			291 12		291 12
Yarmouth Harbour.....	29,804 96				29,804 96
Young's Cove, breakwater.....			82 95		82 95
Generally.....				3,258 64	3,258 64
Totals, Nova Scotia.....	400,825 42	359,263 40	125,770 84	3,508 64	889,368 30
<i>Prince Edward Island</i> —					
Alberton, wharf.....	1,871 49				1,871 49
Bay View (Queen's Co.) wharf.....			700 15		700 15
Blooming Point (Queen's Co.), wharf.....			249 00		249 00
Brae Harbour, breakwater.....			2,984 43		2,984 43
Brudenell, wharf.....			332 54		332 54
Charlottetown, Connolly's wharf.....	10,460 81				10,460 81
China Point, wharf addition.....		1,479 64			1,479 64
French River, wharf.....	9,866 00		22 50		9,888 50
Georgetown, Can. Nat. Ry. wharf, (shed).....			1,174 76		1,174 76
Haggerty's, wharf.....			85 00		85 00
Higgins's Shore, wharf.....			1,594 73		1,594 73
Kier's Shore, wharf.....			1,507 71		1,507 71
Lennox Island, wharf.....			291 30		291 30
Miminegash Harbour, protection works.....	6,265 41		134 50		6,399 91
New London, eastern breakwater.....		3,386 42			3,386 42
Nine Mile Creek, wharf.....			1,750 14		1,750 14
North Cardigan, wharf.....			471 42		471 42
Pinette, wharf.....			190 55		190 55
Point Pleasant.....	2,969 97				2,969 97
Port Hill, wharf.....			64 49		64 49
Pownal Bay, wharf.....			2,639 35		2,639 35
Red Point, wharf.....			244 61		244 61
Rustico Harbour, beach protection.....		3,096 48			3,096 48
Rustico South, wharf.....			694 53		694 53
St. Peter's Bay, breakwater and beach protection.....		1,484 95			1,484 95
Savage Harbour.....	4,304 89				4,304 89
Skinner's Pond (Capstan).....		232 03			232 03
Souris, breakwater.....			7,124 61		7,124 61
Southport, wharf.....			58 38		58 38
Sturgeon, wharf.....			515 01		515 01
Summerside, breakwater.....			1,461 65		1,461 65
“ harbour.....	5,953 53				5,953 53
“ railway wharf.....			5,430 72		5,430 72
Tignish Harbour, south breakwater.....			4,339 18		4,339 18
Victoria Harbour.....	23,926 46				23,926 46
West Point, wharf.....			78 35		78 35
Generally.....				1,066 35	1,066 35
Totals, Prince Edward Island.....	65,618 56	9,679 52	34,139 61	1,066 35	110,504 04

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construc- tion and Improvements	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>New Brunswick—</i>					
Back Bay (Charlotte Co.) wharf.....			71 43		71 43
Barker's, high water wharf, etc.....	970 13		374 55		1,844 68
Bathurst, wharf.....			270 15		270 15
Bay du Vin, wharf.....			347 49		347 49
Beaver Harbour (Charlotte Co.) wharf			2,605 89		2,605 89
Belliveau (Westmoreland Co.) wharf...			300 15		300 15
Belyea's Cove. <i>See Webster's Cove.</i>					
Black's Harbour, wharf approach.....		1,332 81			1,332 81
Brown's Flat (Royal Co.), wharf.....			47 13		47 13
Buctouche.....	19,627 92				19,627 92
Burn's (Belle Isle Bay) (Royal Co.), wharf.....		3,427 32			3,427 32
Burnt Church, wharf.....			2,551 58		2,551 58
Burton Court House, wharf.....			936 70		936 70
Burton, wharf.....			21 00		21 00
Cambridge (Royal Co.), wharf.....			749 09		749 09
Campbellton, deep water wharf.....	804 14		1,795 66		2,599 80
“ ferry wharf.....			125 86		125 86
Cape Bald, breakwater, etc.....	2,046 54		4,877 81		6,924 35
Cape Tormentine.....	64 58				64 58
Caraquet, wharf.....	4,426 33		769 73		5,196 06
Caraquet, Young's wharf.....		1,301 37			1,301 37
Chase's Point. <i>See Gunter's.</i>					
Chatham, wharf, etc.....	62,735 25		400 55	35 00	63,170 80
Chipman (Queen's Co.), wharf.....		282 52			282 52
Chocolate Cove, wharf.....			20 57		20 57
Cocagne (Kent Co.), wharf.....			738 72		738 72
Cocagne Cape (Kent Co.), wharf.....			400 25		400 25
Cole's Point, wharf.....			2,228 91		2,228 91
Dalhousie, deep water wharf.....			1,244 55		1,244 55
“ ferry wharf.....			20 00		20 00
Dipper Harbour, breakwater.....			4,253 43		4,253 43
Dorchester, wharf.....		394 62			394 62
Douglas Harbour, wharf.....			310 32		310 32
Douglastown, wharf.....			114 60		114 60
Earle's Landing, wharf.....			7 50		7 50
Escuminac, breakwater.....		517 57			517 57
Evandale, wharf.....			373 68		373 68
Fairhaven, wharf.....			193 10		193 10
Fox (Queen's Co.), wharf.....			312 84		312 84
Gautreau Village, wharf.....			311 76		311 76
Gerow's (Queen's Co.), wharf.....				8 00	8 00
Grandigue, wharf.....			619 24		619 24
Grand Harbour, Grand Manan, (Char- lotte Co.), wharf.....			74 70		74 70
Grand Harbour (Ingall's Head), break- water.....			542 68		542 68
Green Point (Gloucester Co.), pier.....		72 55			72 55
Gunter's (Chase's Point), wharf.....			520 63		520 63
Hampstead (Queen's Co.), wharf.....			145 98		145 98
Humphrey's, wharf.....			773 56		773 56
Inkerman (Gloucester Co.), wharf.....			75 87		75 87
Lameque, wharf.....			467 47		467 47
Loggieville, wharf.....			1,047 78		1,047 78
Long Point (Royal Co.), wharf.....			10 96		10 96
Lower Caraquet, wharf.....			121 49		121 49
“ Newcastle, wharf.....			1,236 65		1,236 65
McAllister's, wharf.....			64 10		64 10
McAlpine's, wharf.....			1,153 69		1,153 69
McDonald's Point (Queen's Co.), wharf		1,432 04			1,432 04
McGowan's wharf.....	857 54				857 54
Maugerville, wharf.....	3,488 94				3,488 94
Mill's Point, wharf.....		1,744 00			1,744 00
Miramichi Bay (McLean's Gully).....	5,942 23				5,942 23
Miramichi River, north west branch..	50 50				50 50
Miscou Harbour, wharf.....			22 25		22 25
Neguac, wharf.....			97 72		97 72



AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>New Brunswick</i> —Concluded					
Newcastle, wharf, etc.	457 36		440 23		897 59
“ (Lower). See Lower Newcastle.					
North Head, breakwater-wharf			302 93		302 93
Oak Point, wharf			233 55	80 00	313 55
Oromocto (York-Sunbury Co.), wharf, etc.		4,231 37		66 00	4,297 37
Palmer's (Royal Co.), wharf			982 40		982 40
Petit Rocher, breakwater			1,147 74		1,147 74
Pointe du Chêne, breakwater			3,131 13		3,131 13
Port Elgin (Gaspereau River)	23,986 89				23,986 89
Port Elgin (Gaspereau River), retain- ing wall		685 08			685 08
Port Elgin, wharf accommodation		1,269 10			1,269 10
Queenstown (Royal Co.)	1,403 54				1,403 54
Rexton (Kent Co.), wharf			907 21		907 21
Richardson (Charlotte Co.), wharf			71 16		71 16
Richibucto Beach, north breakwater			488 33		488 33
Richibucto Cape, breakwater			744 86		744 86
River Kennebecasis:—					
Bayswater, ferry landing			229 84		229 84
Millidgeville, ferry landing			82 11		82 11
Summerville, ferry landing			242 36		242 36
River St. John, snagging	494 25				494 25
River St. Louis (Lower)	954 45				954 45
Robichaud's "Savoy's" Landing, wharf, etc.			142 76		142 76
Rothesay, wharf			899 20		899 20
St. Andrews, wharf			13 80		13 80
St. George, wharf			1,754 24		1,754 24
St. John, Harbour improvements:—					
Courtenay Bay		397,216 62			397,216 62
Dry Dock, subsidy				247,500 00	247,500 00
Negro Point, breakwater				1,020 00	1,020 00
Partridge Island, wharf, etc.	11,538 45		1,046 31		12,584 76
St. John West, piers, sheds, etc.	18,695 57	124,168 79	36,701 38		179,565 74
St. Martin's, breakwater			174 16		174 16
St. Nicholas River (South Branch), wharf, etc.	535 35		126 52		661 87
St. Stephen, wharf			90 75	11 00	101 75
Scotchtown, wharf			504 96		504 96
Scovil's wharf (Queen's Co.)			223 28		223 28
Seal Cove, breakwater, etc.	1,253 76		32 50		1,286 26
Shediac, wharf			1,118 88		1,118 88
Shippigan Gully, breakwater			4,449 64		4,449 64
Shippigan, Savoy's Landing	953 36				953 36
“ wharf			39 75		39 75
Stonehaven, breakwater			1,886 58		1,886 58
Taylorstown (Sunbury)	1,754 42				1,754 42
Tracadie, wharf			13 00		13 00
Trynor's Cove, wharf			601 45		601 45
Tynemouth Creek, breakwater			221 44		221 44
Upper Gagetown, wharf, etc.	280 54		62 68		343 22
Upper Jemseg, wharf		3,006 40			3,006 40
Waweg (Charlotte Co.) block		264 23			264 23
Webster's Cove (Belyea's Cove), wharf			346 82		346 82
Welchpool, wharf			225 11		225 11
White Head, wharf			54 20		54 20
White's Cove, wharf (Shed)		112 27			112 27
Williams (Royal Co.), wharf	1,292 85				1,292 85
Wilson's Beach, breakwater-wharf			993 64		993 64
Woodward's Cove, breakwater			188 91		188 91
Young's Cove (Queen's Co.), wharf		3,743 82			3,743 82
Generally				4,451 97	4,451 97
<b>Totals, New Brunswick</b>	<b>164,614 89</b>	<b>545,202 48</b>	<b>95,165 38</b>	<b>253,171 97</b>	<b>1,058,154 72</b>

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Quebec—</i>					
Amherst Harbour (Magdalen Islands), beach protection.....		499 00			499 00
Amos, wharf.....		4,563 69			4,563 69
Anse à Beaufils, jetties.....	162 75	3,625 43			3,788 18
Anse à Fougère (Gaspé).....	150 06				150 06
Anse à Gilles, wharf.....			1,284 70		1,284 70
Anse à la Barbe (Gascons West), breakwater.....		884 24			884 24
Anse à l'Îlot. <i>See</i> Chandler.					
Anse à Louise.....	197 94				197 94
Anse à L'Ours (Gascons) wharf.....			421 70		421 70
Anse aux Gascons, wharf.....		159 20			159 20
Anse aux Griffons.....	1,090 54				1,090 54
Anse à Valteau (Gaspé), training jetty.....		623 74			623 74
Anse St. Jean, wharf.....			1,567 84		1,567 84
Anse Tadoussac. <i>See</i> Tadoussac.					
Ayer's Cliff, wharf.....			897 78		897 78
Aylmer, wharf.....			188 88		188 88
Bagotville (St. Alphonse), wharf.....		14,270 96	6,003 17		20,274 13
Baie St. Paul, bank protection.....		23,225 50			23,225 50
" wharf.....			6,432 48		6,432 48
Barachois de Malbaie, breakwater.....			794 38		794 38
Barraute. <i>See</i> Rivière Laflamme.					
Batiscan Jetty, channel protection.....		4,992 03		36 05	5,028 08
Beauport, wharf.....			874 74		874 74
Bellerive (Hurteau wharf).....			214 82		214 82
Beloeil, booms.....				171 19	171 19
Beloeil Station, wharf, piers, etc.....		4,291 92	49 08		4,341 00
Beloeil Village, wharf.....			239 81		239 81
Bersimis.....	22,974 76				22,974 76
Berthier en bas, wharf.....			992 25		992 25
Berthierville, wharf, etc.....	46,592 70	1,693 95	9 00		48,295 65
Bic (Pointe à Côté), removal of old wharf.....		799 98			799 98
Bic, wharf, etc.....	1,533 12	5,484 58			7,017 70
Boischatel, wharf.....			10 00		10 00
Boisvenu & Plouffe's Landings (Riv. du Lièvre).....		652 94			652 94
Bonaventure, harbour improvements..	5,648 63	12,989 25			18,637 88
" protection works.....			704 60		704 60
Brown's Island, wharf.....		3,297 04			3,297 04
Bryant's Landing, wharf.....			339 99		339 99
Cabano, wharf.....			130 26		130 26
Cacouna East, wharf, etc.....			75 00	5 00	80 00
Cacouna, wharf.....			1,815 00		1,815 00
Cap à l'Aigle, wharf.....			200 27		200 27
Cap aux Os (Gaspé).....	75 00				75 00
Cap Chat Lighthouse, beach protection			100 03		100 03
" wharf.....		900 91			900 91
Cape Cove (Anse du Cap), wharf, etc..	100 00		75 00		175 00
Cap à la Baleine.....	500 00				500 00
Cap de la Madeleine, wharf, etc.....		4,191 77			4,191 77
Cap des Rosiers.....	770 45				770 45
Cap des Rosiers (Anse des Whalen), pier.....		523 74			523 74
Cap St. Ignace, wharf.....			3,147 79		3,147 79
Carleton, protection works.....			300 24		300 24
Carleton.....	1,097 04				1,097 04
Caughnawaga, Meloche wharf.....		1,297 01			1,297 01
" wharf, etc.....	2,024 86	6,389 12	334 45		8,748 43
Champlain, wharf.....				27 50	27 50
Chandler (formerly Anse à l'Îlot), wharf extension.....		3,341 79			3,341 79
Charlemagne.....	15,918 61				15,918 61
Chateau Richer, wharf, etc.....	350 30		1,417 15		1,767 45
Chicoutimi Basin, wharf.....			1,601 85		1,601 85
Chicoutimi Harbour.....	43,957 66				43,957 66



AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Quebec—Continued</i>					
Chicoutimi, wharf.....			1,098 21	212 26	1,310 47
Choisy (Graham's wharf).....			200 28		200 28
Como.....	7,750 34				7,750 34
Contrecoeur, wharf, etc.....	9,248 24	1,259 20		114 60	10,622 04
Coteau Landing, wharf approach.....		1,038 52			1,038 52
Cross Point, wharf extension, etc.....	5,875 16	3,183 77			9,058 93
Descente des Femmes, wharf.....			1,225 27		1,225 27
Deschailons (St. John), wharf, etc.....	16,134 20		404 90	10 00	16,549 10
Desjardins, wharf reconstruction.....		11,009 75			11,009 75
Doucet's Landing.....	25,061 56				25,061 56
East Templeton, wharf.....			390 50		390 50
Echourie (Gaspé).....	303 92				303 92
Etang des Caps (Gaspé).....	365 59				365 59
Fassett, wharf, etc.....			5,478 44	20 00	5,498 44
Father Point, wharf, etc.....	275 55	17,432 94	27 00	803 21	18,538 70
Fauvel, breakwater-wharf.....			1,000 03		1,000 03
Fort Coulonge, wharf.....			259 50		259 50
Fox River. See Rivière aux Renards.					
Gaspé Basin (Sandy Beach), wharf.....			3,790 11		3,790 11
Gatineau Point, wharf reconstruction.....		2,277 17			2,277 17
Gatineau River, bank protection.....		2,699 39			2,699 39
Georgeville, wharf.....			456 80		456 80
Graham's wharf, See Choisy.					
Grand Chlorydorme.....	100 00				100 00
Grande Anse (Gaspé).....	99 85				99 85
Grande Baie, See St. Alexis.					
Grande Entrée, Magdalen Islds., wharf extension, etc.....	1,642 83	4,785 93			6,428 76
Grande Grève (Gaspé Co.).....	250 00				250 00
Grand Méchin (Dalibaire), wharf.....			698 62		698 62
Grandes Piles, freightshed.....		43 50			43 50
Grande Rivière (Gaspé Co.), wharf, etc.....	63 00	1,342 55			1,405 55
Grande Vallée (Gaspé Co.).....	540 15				540 15
Grindstone, Magdalen Islds., wharf.....		329 40	5,116 47		5,445 87
Grondines, new wharf.....		36,350 41			36,350 41
Grosse Isle, Magdalen Islds.....	2,041 51				2,041 51
Grosse Isle, Quarantine Station, wharf, etc.....	3,654 70		1,550 32		5,205 02
Hamilton Cove, wharf, etc.....	160 00		300 95		460 95
Harricana River, Kewagami Portage..	10,831 18	91 50			10,922 68
Malartie Lake.					
Molybdenite Reduction Co.'s Dock.	547 03				547 03
Harricana River, Malartie River, outlet.....	4,864 36				4,864 36
Havre Aubert (Pt. Shea) Magdalen Islds., wharf.....			1,757 45		1,757 45
Havre St. Pierre. See Pointe aux Esquimaux.					
High Falls (Riv. du Lièvre), wharf.....			1,299 77		1,299 77
Honfleur, wharf.....			2,811 50		2,811 50
Hopetown, Allen's beach, descent to beach.....			198 18		198 18
Hopetown, descent to beach.....		603 94			603 94
" Miller-Mann's Bank road, descent to beach.....			149 80		149 80
Hospital Bay-Lapeyrière (Magdalen Islds.), protection works.....		677 00			677 00
House Harbour (Havre aux Maisons), Magdalen Islds., wharf and warehouse.....		700 00	1,352 03		2,052 03
Hudson, wharf.....			115 93		115 93
Hull, wharf.....			1,689 75		1,689 75
Iberville, pile work protection, etc.....		1,531 92		36 00	1,567 92
Ile aux Coudres, wharf.....			777 23		777 23
Ile Perot, north wharf.....			438 57		438 57
" south wharf.....			1,346 14		1,346 14

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Quebec—Continued</i>					
Isle Verte, Notre Dame des Sept Dou- leurs, wharf, etc.....	150 00		77 68		227 68
Isle Verte, Rivière du Petit Sault.....	100 00				100 00
“ Rivière Girard, breast work.....			269 40		269 40
“ Ruisseau Blanc.....	200 00				200 00
“ Ruisseau Gagnon.....	200 00				200 00
“ Ruisseau Rouge.....	198 00				198 00
“ (Village), wharf.....		799 98	640 00		1,439 98
Jersey Cove.....	575 05				575 05
Kamouraska, wharf, (downstream).....			1,828 34		1,828 34
“ “ (upstream).....			2,160 00		2,160 00
Lachine, C.N.R., wharf, etc.....	18,960 90	18,000 18			36,961 08
Lac Mégantic. <i>See</i> Mégantic.					
Lanoraie, wharf, etc.....		793 09	233 16	14 00	1,040 25
La Tuque, wharf.....		1,263 64			1,263 64
Laizon “Champlain” dry dock.....		7,681 97		56,694 90	64,376 87
“ “Lorne” dry dock.....				27,872 15	27,872 15
Lavaltrie, wharf, etc.....	1,379 48		109 84	52 09	1,541 41
Les Eboulements, wharf.....			3,789 53		3,789 53
Lévis, deep water wharf (Carrier- Lainé property), etc.....	2,790 00	501 00		5,776 43	9,067 43
Longue Pointe. <i>See</i> Ste. Félicité.					
Lotbinière, wharf reconstruction, etc.....	64 48	11,767 82			11,832 30
Magdalen Islands.....	10,351 92				10,351 92
Magog, wharf.....			753 25		753 25
Mal Bay (Gaspé Co.), wharf.....			1,492 38		1,492 38
Maria (Glenburnie Riv.), breakwater.			105 24		105 24
“ wharf.....		120 82	58 50		179 32
“ Capes, bank protection.....		1,214 94			1,214 94
Masson, wharf.....			98 60		98 60
Matane, harbour improvements, etc.....	14,993 55	*134,630 04			149,623 59
“ re claim of Messrs. J. R. and J. E. Boulanger.....		4,660 20			4,660 20
Méchins, (Les Îlets).....	508 20				508 20
Mégantic, wharf.....			518 50		518 50
Miguasha, wharf extension, etc.....	365 68	8,592 74			8,958 42
Mille Vaches, wharf.....			179 88		179 88
Montebello, wharf.....			1,089 44		1,089 44
Montmagny, inner wharf.....			778 28		778 28
“ outer wharf.....			3,356 36		3,356 36
Montreal, floating dock (subsidy).....				105,000 00	105,000 00
New Carlisle, west breakwater.....			250 17		250 17
Nicolet, jetty and dredging.....	21,114 17		412 64		21,526 81
“ (lower) wharf (shed).....			333 79		333 79
“ (upper) wharf.....			1,900 79		1,900 79
North Timiskaming, wharf.....			216 70		216 70
Norway Bay (Ottawa River), wharf..			995 37		995 37
Notre Dame de la Salette, wharf.....			458 07		458 07
Notre Dame de Pierreville, wharf, etc.	6,782 21	343 84		15 00	7,141 05
Notre Dame du Lac, wharf.....		1,612 24			1,612 24
Noyan (Lacolle), wharf (shed).....			77 00		77 00
Old Harry, Magdalen Islands.....	771 80				771 80
Papineauville, wharf.....		4,996 47			4,996 47
Paspebiac, wharf.....		477 45			477 45
Paspebiac East, Portage, wharf.....			100 00		100 00
Pentecost River.....	4,253 01				4,253 01
Peribonka, wharf.....		2,901 98			2,901 98
Perkins Landing, wharf.....			553 35		553 35
Petite Anse (Gaspé Co.).....	99 99				99 99
Petit Cap (Gaspé Co.).....	563 29				563 29
Petit Chlorydorme.....	150 00				150 00
Pétite Madeleine.....	50 98				50 98
Petite Rivière Est (Gaspé Co.), descent to beach, etc.....	99 75		150 00		249 75
Petite Vallée (Gaspé Co.).....	635 71				635 71

\* This includes \$58,245.18 contributed by the Hammermill Paper Co.



AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Quebec—Continued</i>					
Pierreville, wharf.....				15 00	15 00
Pointe à Elie (Magdalen Islds.), wharf.....		1,433 33			1,433 33
Pointe à Pizau (Sillery), wharf.....			916 61		916 61
Pointe à la Loupe (St. Eloi).....	100 00				100 00
Pointe au Pic (Murray Bay), wharf.....			14,986 05		14,986 05
Pointe aux Esquimaux (Havre St. Pierre), wharf.....			3,711 85		3,711 85
Pointe aux Loups (Magdalen Islds.), landing, etc.....	328 10	349 08			677 18
Pointe aux Trembles. (See Neuville).					
Pointe Basse (Magdalen Islds.), wharf.....			498 54		498 54
Pointe Bourque (Bonaventure Co.), descent to beach.....		600 02			600 02
Pointe Jaune (Gaspé Co.).....	50 62				50 62
Pointe Madeleine, wharf.....				900 00	900 00
Pointe Piché (Timiskaming), wharf.....		352 40			352 40
Port Alfred.....	11,790 76				11,790 76
Port au Persil, wharf, etc.....		593 00	1,299 78		1,892 78
Port aux Quilles (Charlevoix Co.).....	601 75				601 75
Port au Saumon, wharf.....		12,186 30			12,186 30
Port Daniel, wharf.....		99 33	7,565 53		7,664 86
Port Lewis.....	94 48				94 48
Quebec Harbour (River St. Charles).....				150 00	150 00
Repentigny, wharf, etc.....	7,940 81		298 50	54 89	8,294 20
Rigaud, wharf.....			256 70		256 70
Rimouski, wharf, etc.....	275 55		6,541 76	1,046 60	7,863 91
Rivière aux Renards (Fox River), wharf.....			206 89		206 89
Rivière aux Vases (Saguenay), wharf.....			899 68		899 68
Rivière Batiscan.....	26,847 56				26,847 56
Rivière Beaudette (Soulanges).....	19,850 15				19,850 15
Rivière Blanche. See St. Ulric.					
Rivière Caplan, breakwater.....			500 20		500 20
Rivière des Trois Saumons.....	718 00				718 00
Rivière des Vases (Temiscouata), wharf.....			75 00		75 00
Rivière du Lièvre, lock and dam.....				3,274 27	3,274 27
“ floating wharves.....			44 79	126 16	170 95
Rivière du Loup (en bas), wharf, etc.....	1,409 19		4,894 75		6,303 94
Rivière du Loup (en bas), re claim of Fraser Estate.....		167 03			167 03
Rivière du Loup (en haut), Louiseville, wharf, etc.....	6,372 22		404 13		6,776 35
Rivière Gatineau. See Gatineau River					
Rivière Kinojevis (Pontiac).....	1,000 00				1,000 00
“ Laflamme (Barraute) (Pontiac).....	450 00				450 00
Rivière Nouvelle, breakwater.....		787 70			787 70
Rivière Ouelle, stone wall protection.....		700 00			700 00
“ wharf.....			5,430 92		5,430 92
Rivière Pentecôte. See Pentecost River.					
Rivière St. François.....	12,715 31				12,715 31
Rivière Saguenay.....	1,483 91				1,483 91
Rivière Verte, wharf.....		3,072 18			3,072 18
Rivière Vilmontel (Pontiac).....	300 00				300 00
Roberval, breakwater.....			1,494 25		1,494 25
“ wharf.....		8,331 85	1,642 73		9,974 58
Ste. Adelaide de Pabos, wharf.....			1,234 08		1,234 08
St. Alexis de Grande Baie, wharf.....			1,579 40		1,579 40
St. Alphonse de Bagotville. See Bagotville.					
St. André de Kamouraska, wharf.....			10,448 54		10,448 54
St. Andrews (Argenteuil), wharf.....			100 00		100 00
Ste. Anne de Beaupré, wharf reconstruction, etc.....	12,465 14	1,160 76			13,625 90
Ste. Anne de Bellevue, wharf.....			23 54		23 54

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—Continued

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Quebec—Continued</i>					
Ste. Anne de Chicoutimi, wharf.....			1,896 83		1,896 83
Ste. Anne de la Pocatière, wharf.....			1,389 53		1,389 53
Ste. Anne des Monts, wharf.....			1,974 60		1,974 60
Ste. Anne de Sorel, wharf.....			192 00		192 00
St. Antoine de Tilly, wharf, etc.....	13,106 50	16,019 28		135 10	29,260 88
St. Antoine (Pt. Dansereau), wharf.....			547 72	101 59	649 31
St. Barthélémi (Grand Nord), wharf.....		1,176 57			1,176 57
St. Charles de Caplan, descent to beach		285 16			285 16
" (Côté Robi-					
chaud), wharf.....			249 96		249 96
St. Charles de Caplan (Poirier's Beach)					
descent to beach.....			249 90		249 90
St. Charles de Caplan, (Ruisseau					
Warth), descent to beach.....		300 00			300 00
St. Charles de Richelieu, wharf, etc.....	2,448 19		246 86		2,695 05
Ste. Croix (Lotbinière Co.), wharf.....		7,094 05		338 30	7,432 35
St. Denis (St. Hyacinthe-Rouville),					
wharf.....			825 07		825 07
St. Dominique du Lac (Temiscouata					
Co.), wharf.....		1,802 11			1,802 11
St. Eloi. See Pointe à la Loupe.					
Ste. Famille, Island of Orleans, wharf.			1,695 39		1,695 39
Ste. Félicité, Longue Pointe, (Matane					
Co.).....	500 20				500 20
St. François du Lac, wharf.....				24 00	24 00
St. François (Island of Orleans), wharf					
north side.....			6,141 38		6,141 38
St. François (Island of Orleans), wharf					
south side.....			2,144 24		2,144 24
St. Fulgence, wharf.....			3,029 24		3,029 24
St. Gédéon (Lake St. John), wharf.....			1,401 57		1,401 57
St. George de Malbaie, roadway.....		187 25			187 25
St. Godfroy, wharf.....		3,654 20	600 30		4,254 50
St. Grégoire de Montmorency, revet-					
ment wall.....		2,139 74			2,139 74
St. Hélier (Grand Etang, Gaspé Co.)..	51 13				51 13
St. Hilaire, wharf.....			149 64		149 64
St. Ignace de Loyola, protection wall,					
etc.....	38 49	537 82			576 31
St. Ignace du Lac (Maskinongé Co.),					
protection wall.....	200 00	400 00			600 00
St. Irénée, wharf.....			1,251 80		1,251 80
St. Jean Deschailions. See Deschail-					
ions.					
St. Jean (Island of Orleans), wharf.....			2,405 82		2,405 82
Ste. Jeanne, Ile Perrot.....	56 88				56 88
St. Jean Port Joli, wharf, etc.....	217 54		6,499 91		6,717 45
St. Johns, Riv. Richelieu, guide piers.....		958 31		35 40	993 71
St. Laurent, (Island of Orleans), wharf.			9,476 07		9,476 07
Ste. Luce (Rimouski Co.), wharf.....			497 66		497 66
St. Marc (Chambly-Verchères),					
wharf.....		1,261 83			1,261 83
St. Mathias, wharf.....			592 95		592 95
St. Méthode (Tikouabé), wharf.....			1,003 20		1,003 20
St. Michel de Bellechasse, wharf.....			2,334 28		2,334 28
St. Michel des Saints (Berthier Co.)..	1,491 80				1,491 80
St. Nicholas, wharf.....			1,134 58		1,134 58
St. Omer, protectionn works.....		1,200 05			1,200 05
St. Ours (riv. Richelieu), wharf, etc.....	30 00		1,803 05		1,833 05
St. Paul (Ile aux Noix), wharf.....			1,081 09		1,081 09
Ste. Pétronille (Island of Orleans),					
wharf.....		31,303 73	6,600 14		37,903 87
St. Roch de Richelieu, wharf.....			940 96		940 96
St. Roch des Aulnaies, wharf.....			1,255 47		1,255 47
St. Siméon (Charlevoix), wharf.....			1,198 44		1,198 44
St. Siméon de Bonaventure, break-					
water.....		1,981 73			1,981 73



AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Quebec—Concluded</i>					
St. Siméon de Bonaventure, Henry's Landing, breakwater.....		496 86			496 86
St. Siméon de Bonaventure, landing wharf.....		493 95			493 95
St. Sulpice, wharf (shed).....			283 57		283 57
“ village, wharf.....		1,560 90			1,560 90
St. Ulric, Rivière Blanche, wharf.....			2,198 81		2,198 81
Ste. Victoire, wharf.....			3,128 56		3,128 56
St. Yvon (Gaspé Co.).....	250 00				250 00
St. Zotique, wharf.....			512 54		512 54
Sabrevois, wharf.....			1,285 37		1,285 37
Sandy Bay (Matane Co.), breakwater-wharf.....		3,002 02			3,002 02
Seal Rock-D'Auguillon (Gaspé Co.), pier.....		492 61			492 61
Sept Isles (Seven Islands), wharf.....			1,315 76		1,315 76
Shigawake, wharf.....			490 01		490 01
Sillery. <i>See</i> Pointe à Pizeau.					
Sorel, harbour improvements.....	83 08	73,312 05			73,395 13
Squatteck, wharf.....			138 64		138 64
Tadoussac (Anse à l'Eau), wharf.....			1,998 77		1,998 77
“ (Anse Tadoussac), wharf, etc.....	1,196 48	5,829 08			7,025 56
Tapp's Harbour (Gaspé).....	99 90				99 90
The Narrows (Magdalen Islands).....	2,989 37				2,989 37
Thurso, wharf.....			89 05		89 05
Tikuabé. <i>See</i> St. Méthode					
Trois Lacs, wharf.....			2,161 93		2,161 93
Trois Pistoles, breakwater.....			986 19		986 19
Trois Rivières, harbour improvements.....		44,024 10	315 18		44,339 28
Valleyfield, wharf, etc.....	49,619 02	12,239 27			61,858 29
Varennas, wharf, etc.....	1,416 93		2,818 88	37 50	4,273 31
Verchères, wharf.....			2,515 52	65 09	2,580 61
Ville Marie, wharf.....			3,496 93		3,496 93
“ <i>re</i> claim of Mrs. Marie Exilda Brisebois.....				200 05	200 05
Woburn, wharf.....			259 75		259 75
Woodman's Beach (Bonaventure Co.), breakwater.....		669 49			669 49
Yamaska, lock and dam.....				723 75	723 75
“ (Ile aux Raisins).....	3,134 99				3,134 99
Generally.....				15,250 65	15,250 65
Totals, Quebec.....	500,040 81	626,668 22	237,006 60	219,338 73	1,583,054 36
<i>Ontario—</i>					
Amprior, wharf.....				67 50	67 50
Aultsville, wharf. Balance of contract of Fallon Bros.....		1,250 00			1,250 00
Barrie (Bayfield St.), wharf.....			495 87	95 00	590 87
Bayfield, pier.....			198 26		198 26
Beaumaris, wharf.....			979 22	110 25	1,089 47
Beaverton, wharf.....			99 10		99 10
Belle River, wharf, etc.....	12,367 47		200 90		12,568 37
Belleville, wharf.....		707 88			707 88
Big Bay Point, wharf.....			97 50		97 50
Blind River, warehouse, etc.....	24,439 06	2,270 86			26,709 92
Bowmanville.....	99 42				99 42
Bracebridge, breakwater.....			21 50		21 50
Bronte, wharf.....			4,901 38		4,901 38
Bruce Mines, wharf.....			495 40		495 40
Burleigh Falls, piers.....			101 50		101 50
Burlington, breakwater extension.....		885 43			885 43
Burlington Channel, bridge.....				7,534 07	7,534 07
“ north pier.....			2,985 00		2,985 00
“ south pier reconstruction.....		32,973 46			32,973 46

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Ontario—Continued.</i>					
Byng Inlet.....	28,203 37				28,203 37
Cape Croker, wharf.....			254 61		254 61
Chatham, revetment wall.....			13,344 73		13,344 73
Chute à Blondeau, wharf.....		4,223 95			4,223 95
Cobourg, reconstruction of harbour works, etc.....	5,781 63	12,040 66		10 00	17,832 29
Cockburn Island, wharf (shed).....		179 95			179 95
Collingwood, breakwater reconstruc- tion, etc.....	25,144 48	30,189 53			55,334 01
“ graving dock No. 2 (sub- sidy).....				9,208 96	9,208 96
Cumberland, wharf reconstruction.....		8,431 64			8,431 64
Deseronto, wharf.....		959 58			959 58
French River, dams.....				3,855 78	3,855 78
Gananoque.....	6,369 17				6,369 17
Goderich, harbour improvements, etc.....	52,124 49	51,718 81	19,477 42		123,320 72
Grand Bend, pier.....			1,398 65		1,398 65
Haileybury, dockyard.....				836 37	836 37
“ wharf.....				114 01	114 01
Hamilton, revetment wall.....			494 41		494 41
Hilton Beach, wharf (slip).....		189 11			189 11
Honey Harbour, wharf, etc.....	9,230 98	12,058 58			21,289 56
Huntsville, wharf, etc.....	2 85		51 60		54 45
Jackson's Point, wharf.....			981 27		981 27
Jeannette's Creek, wharf, etc.....	2,656 05		1,046 43		3,702 48
Keewatin, wharf.....		967 32			967 32
Kensington Point, wharf.....			90 00		90 00
Kincardine, piers, etc.....	11,454 90		16,558 58		28,013 48
Kingston, maintenance and operation of combined roadway wharf and bridges, etc.....	2 85			8,092 29	8,095 14
Kingston R.M.C., shore protection.....		1,781 15			1,781 15
Kingsville, piers, etc.....	98 60		9,322 94		9,421 54
Lansdowne, wharf.....			596 86		596 86
La Passe, wharf.....			397 26		397 26
Laurensen Lake (Port Arthur and Kenora).....	1,879 95				1,879 95
Leamington, pier.....			982 55		982 55
Lefaivre, wharf.....			884 90		884 90
Lion's Head, pier.....			769 07		769 07
Little Current, wharf (slip).....		258 81			258 81
L'Orignal, wharf.....		148 23			148 23
“ towards cost of shore pro- tection.....		1,332 00			1,332 00
Magnetawan, wharf.....			55 94		55 94
Marysville.....	2 85				2 85
Meaford, breakwater, etc.....	8,863 49		9,133 50		17,996 99
Michipicoten River, wharf.....			145 28		145 28
Midland (Tiffin), wharf, etc.....	34,841 32	15,807 71			50,649 03
Minaki, wharf, etc.....			72 60	1 00	73 60
Mitchell's Bay.....	10,780 61				10,780 61
Montreal River (Latchford dam).....				3,991 61	3,991 61
Morpeth, wharf.....		499 18			499 18
New Liskeard, wharf.....			3,630 64		3,630 64
North Bay, wharf.....				22 00	22 00
Oliphant (Bruce North).....	572 95				572 95
Orillia.....	1,136 70				1,136 70
Oshawa, harbour improvements.....		94,670 54			94,670 54
Owen Sound, wharf, etc.....	82,992 99	15,268 69			98,261 68
Parry Sound, wharf (slipway).....			153 92		153 92
Pelee Island, piers.....			2,305 80		2,305 80
“ wharf extension, etc.....	72 10	27,970 49			28,042 59
Pembroke, wharf replacement, etc.....	52,077 09	12,457 51		180 05	64,714 65
Penetanguishene, wharf, etc.....	16,057 12		43 66		16,100 78
Petewawa, wharf.....			1,788 51		1,788 51
Pike Creek, wharf.....			1,621 12		1,621 12
Point Edward.....	2,251 30				2,251 30



AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Ontario—Concluded.</i>					
Point Pleasant	36 85				36 85
Port Arthur, dry dock (subsidy)				37,741 50	37,741 50
“ “ harbour improvements	4,350 02	123,373 95			127,723 97
Port Bruce, west pier			1,023 68		1,023 68
Port Burwell, harbour works	51,981 79	82,480 75			134,462 54
Port Credit	6,937 17				6,937 17
Port Colborne, west breakwater			4,780 21		4,780 21
Port Dover, pier “K”, etc.	92 27		949 96		1,042 23
Port Findlay, wharf			249 99		249 99
Port Hope	7,883 43				7,883 43
Port Maitland, piers, etc.	2,887 84		157,729 44		160,617 28
Port Rowan, wharf			476 66		476 66
Port Stanley, harbour works		99,998 72			99,998 72
Providence Bay, wharf			1,968 72		1,968 72
Rainy River, wharf			1,540 41		1,540 41
River Atikokan (Rainy River Dist.)	445 71				445 71
River Ottawa at Besserer's Grove	484 58				484 58
River Sydenham	19,900 04				19,900 04
River Thames, Lighthouse wharf, etc.	20,475 96		996 89	7 50	21,480 35
Roache's Point, wharf			193 81		193 81
Rondeau, piers			6,984 03		6,984 03
Rosseau, wharf			16 00		16 00
St. Williams, pier			2,243 85		2,243 85
Sand Point, wharf			23 00		23 00
Sarnia	7,759 44				7,759 44
Saugeen River, harbour works			8,994 48		8,994 48
Sault Ste. Marie, harbour works	60,679 51		3,994 96		64,674 47
Shanty Bay (Simcoe Co.), wharf			798 58		798 58
Shrewsbury, pier			504 97		504 97
Silverwater, wharf, etc.	25 00		76 50		101 50
Sombra (Lambton West)	960 00				960 00
Southampton, breakwater			4,999 21		4,999 21
Stokes Bay, pier			3,950 60		3,950 60
Thessalon, breakwater extension		784 53			784 53
“ “ slipway		248 70			248 70
Thorah Island, harbour improvements		1,006 90			1,006 90
Thornbury, wharf			6,180 32		6,180 32
Tiffin. (See Midland).					
Tobermory, glance booms			252 00		252 00
Toronto, harbour improvements—					
Eastern Channel, east pier, etc.	24,257 89		541 81		24,799 70
Western Channel		313 32			313 32
Roger Miller contract		265,609 03			265,609 03
Toronto Island, “Wauketa” dock			331 38		331 38
Treadwell, wharf			98 36		98 36
Trenton. To take over from Municipality breakwater-dock		13,148 85			13,148 85
Waubaushe, wharf (shelter)		384 54			384 54
Wendover, wharf			6,061 47		6,061 47
Wheatley, pier			1,532 58		1,532 58
Whitby, east pier			297 25		297 25
“ “ roadway			584 59		584 59
Windsor, wharf, etc.			2,999 01	1,770 00	4,769 01
Generally	163 90			13,013 96	13,177 86
Totals, Ontario	598,825 19	916,590 36	317,552 60	86,651 85	1,919,620 00
<i>Manitoba—</i>					
Big George Island	8,449 86				8,449 86
Black Island	6,139 97				6,139 97
Dauphin Beach, wharf		6,409 73			6,409 73
Delta, beach protection works		31,703 16			31,703 16
Gimli Harbour, jetty		7,962 16			7,962 16
Portage la Prairie, sewer extension		7,188 06			7,188 06
Red River Channel, protection work		11,105 59			11,105 59
“ “ Netley Cut, closing channel		2,526 49			2,526 49

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Manitoba—Concluded</i>					
Red River, Sugar Island.....	6,436 12				6,436 12
“ Sugar Point.....	5,237 90				5,237 90
“ at mouth.....	13,525 62				13,525 62
“ at Winnipeg, Brown and Rutherford wharf.....	760 70				760 70
St. Andrew's Rapids, lock and dam.....				17,695 95	17,695 95
Snake Island (Lake Winnipegosis), wharf.....	4,136 39	1,014 37			5,150 76
Selkirk, repair slip.....				2,634 48	2,634 48
“ west slough.....	11,486 57				11,486 57
Victoria Beach, breakwater extension.....	594 82	11,989 39			12,584 21
Winnipegosis, entrance channel.....	13,287 97				13,287 97
Generally.....				2,166 76	2,166 76
Totals, Manitoba.....	70,055 92	79,898 95		22,497 19	172,452 06
<i>Saskatchewan and Alberta—</i>					
Blairmore (Alberta) protection works.....		4,925 11			4,925 11
Cowan Lake and River improvements (Sask.).....		2,222 51			2,222 51
Craven Dam (Sask.), protection works.....		103 47			103 47
Cumberland Lake (Sask.).....	10,370 06				10,370 06
Elbow River, protection works.....		3,600 00			3,600 00
Fort Chipewyan, Lake Athabaska (Alta.), breakwater.....		25 00			25 00
Fort McMurray (Alta.), wharf.....			318 75	80 00	398 75
Fort Resolution (N.W.T.), wharf.....		7,490 60			7,490 60
Lac La Biche, wharf.....		5,962 97			5,962 97
Sturgeon Landing (Sask.).....	498 55				498 55
Tobin Rapids, North Saskatchewan River.....	37 75				37 75
Waterways (Alberta), float.....				75 00	75 00
Totals, Saskatchewan and Alberta.....	10,906 36	24,329 66	318 75	155 00	35,709 77
<i>British Columbia—</i>					
Alert Bay, float.....			94 95		94 95
Alice Arm, float.....			38 50		38 50
Annieville Bar. <i>See Fraser River.</i>					
Argenta, wharf.....			257 46		257 46
Arrow Lakes.....	173 06				173 06
Arrow Park, wharf.....			309 30		309 30
Balfour, wharf.....			15 00		15 00
Bamfield East, wharf reconstruction.....		1,635 46			1,635 46
Bamfield West, float.....			132 30		132 30
Barnston Island, wharf.....			293 00		293 00
Beaton, wharf.....			12 00		12 00
Beaver Point, wharf.....			40 00		40 00
Blubber Bay, Texada Isld., wharf.....		6,227 47			6,227 47
Boswell, wharf.....			574 25		574 25
Bowen Island, (west side), float.....			50 00		50 00
Brighton Beach, float.....			175 58		175 58
Burdwood Bay, float.....			163 00		163 00
Burton, wharf.....			346 70		346 70
Campbell River, float.....			93 32		93 32
“ wharf.....			3,962 50		3,962 50
Canoe Pass, protection works.....		2,000 00			2,000 00
Cedar Creek.....	318 56				318 56
Celista, wharf.....		2,200 70			2,200 70
Clayoquot, wharf.....			5,222 28		5,222 28
Columbia River.....	15,945 97				15,945 97
“ at Revelstoke, protection works.....		157 62			157 62
Columbia River below Burton, bank protection.....		9,989 62			9,989 62
Comox, wharf.....			2,789 83		2,789 83



AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construc- tion and Improvements	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>British Columbia—Continued.</i>					
Courtenay River.....	16,408 55				16,408 55
Cowichan Lake.....	299 25				299 25
Cracroft, float.....			40 56		40 56
Crawford Bay, float and shed.....		2,167 56			2,167 56
Crescent Bay (west Kootenay), wharf.....			323 32		323 32
Crofton, wharf.....			50 00		50 00
Daisy Bay, float.....			108 40		108 40
Deer Park, wharf.....			2,199 99		2,199 99
Denman Island, landing slip.....		865 41			865 41
Donley's Landing (See Pender Hr.)					
East Arrow Park, wharf.....			71 30		71 30
East Robson, wharf.....			699 57		699 57
Edgewood, Launch Club, float.....			138 70		138 70
" wharf.....			212 47		212 47
Esquimalt, new dry dock.....		1,289,117 48		13,838 58	1,302,956 06
" old dry dock.....	500 00			22,033 61	22,533 61
Ewing's Landing, dolphins.....			174 40		174 40
False Bay, Lasqueti Isld., wharf.....		5,592 84			5,592 84
False Creek.....	2,337 41				2,337 41
Farmer's Landing. See Nanaimo.					
Fauquier, wharf.....			280 59		280 59
Fisherman's Bay (Vancouver Island), float.....			49 51		49 51
Fraser Lake, wharf.....		178 35			178 35
Fraser River:—					
Annieville Bar.....	12,483 36				12,483 36
Chilliwack (Lower Landing), road-way.....			29 00		29 00
Near Chilliwack.....	2,532 32				2,532 32
Glen Valley, wharf.....			408 09		408 09
Hatzic, wharf.....			310 86		310 86
King Edward Cut.....	83,029 45				83,029 45
Nicomen Island, bank protection, Dyke No. 1.....		23 85			23 85
North Arm, jetty extension.....	4,102 00	33,829 68			37,931 68
Sand Heads.....	24,093 51				24,093 51
Steveston Jetty.....		7,541 08	587 14		8,128 22
Woodwards Slough.....	4,058 63	40,496 50			44,555 13
General improvements.....	6,318 45				6,318 45
(Lower) operation of snag boat "Samson".....				23,561 25	23,561 25
Fraser's Landing, wharf.....			14 00		14 00
Fulford Harbour, wharf.....			10 00		10 00
Galena Bay, float.....			89 61		89 61
Ganges Harbour, wharf.....			30 50		30 50
Gibson's Landing, wharf.....			1,367 70		1,367 70
Ginols (Kootenay), wharf.....			613 06		613 06
Glen Valley. See Fraser River.					
Gordon Road, wharf.....			149 52		149 52
Gower Point, float.....		1,212 94	259 47		1,472 41
Grace Harbour, float.....				59 50	59 50
Granite Bay, float.....			177 40		177 40
Graham's Landing, wharf.....			729 40		729 40
Gray Creek, wharf.....			28 63		28 63
Greta, wharf reconstruction.....		2,386 12			2,386 12
Half Moon Bay, wharf.....			85 07		85 07
Haney, wharf reconstruction.....		7,774 44			7,774 44
Harrison River, bank protection.....		73 00			73 00
Hatzic, wharf. See Fraser River					
Heriot Bay, wharf.....			162 60		162 60
Hollyburn.....	2,488 00				2,488 00
Hope Bay, wharf.....			1,658 15		1,658 15
Hopkins Landing, wharf.....			76 57		76 57
Hornby Island, wharf.....			1,060 92		1,060 92
Hurst Island, float.....			1 80		1 80
Irvine's Landing. See Pender Harbour.					
Jackson Bay, float.....			60 00		60 00

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>British Columbia—Continued.</i>					
Jeune Landing (Quatsino Sound), wharf		42 85			42 85
Kaledon (Skaha Lake), wharf		4,032 24			4,032 24
Kildonan, float		1,749 82			1,749 82
Killiney, wharf			28 95		28 95
Kootenay Landing	9,827 99				9,827 99
Kuskanook, wharf			47 06		47 06
Ladner	2,054 97				2,054 97
Lang Bay, wharf			118 39		118 39
Long Bay, float			76 77		76 77
Long Beach, ferry landing	679 39				679 39
“ wharf			254 11		254 11
Lulu Island wharf. End of road No. 2					
—Contribution towards construction		250 00			250 00
Lund, wharf			786 08		786 08
Lyall Harbour (Saturna Island), wharf			620 04		620 04
McDonald's Landing, wharf			270 90		270 90
Manson's Landing, wharf			286 00		286 00
Maples, wharf			57 70		57 70
Marmot Bay, landing		2,979 02			2,979 02
Matsqui, wharf			732 27		732 27
Mayne Island, wharf		4,203 96			4,203 96
Miller's Landing, wharf			225 81		225 81
Mission, wharf reconstruction		4,698 07			4,698 07
Moresby Island, wharf			40 00		40 00
Nanaimo (Farmer's Landing), float		1,230 65			1,230 65
Naramata, wharf extension		2,684 21			2,684 21
Needles, wharf			1 00		1 00
Nelson	308 81				308 81
New Massett, float		1,392 68			1,392 68
New Westminster, city boat landing			118 81		118 81
“ fisheries patrol station		3,220 38			3,220 38
Nicomen Island. See Fraser River.					
Nootka, wharf			93 00		93 00
North Vancouver, Burrard dry dock (subsidy)				137,966 45	137,966 45
Ogden Point, wharf			785 50		785 50
Okanagan Centre, wharf			220 00		220 00
Okanagan Control Dam				1,427 65	1,427 65
Okanagan Lake and River improvements	695 96	1,163 35			1,859 31
Oona River, float		1,686 00			1,686 00
Osland Park (Skeena River), float			24 27		24 27
Pender Harbour (Donley's Landing), float			375 83		375 83
“ (Irvine's Landing), float			81 25		81 25
“ (Pope's Landing), float		1,092 28			1,092 28
Pitt Lake, wharf reconstruction		2,711 93			2,711 93
Port Clements, wharf			6,595 41		6,595 41
Port Essington, float		1,203 68			1,203 68
Port Mann	7,345 94				7,345 94
Port Moody, wharf			410 84		410 84
Port Renfrew, re claim of Godman Estate, etc.		2,000 00			2,000 00
Port Simpson, wharf, etc.		647 80	60 70		708 50
Port Washington, wharf			156 25		156 25
Powell River, wharf			1,500 00		1,500 00
Prince Rupert, floating dock (subsidy)				76,970 88	76,970 88
Procter, wharf, etc.	1,349 03		221 33		1,570 36
Quathiaski Cove, wharf			35 00		35 00
Quatsino, wharf (shed)			181 00		181 00
Queen Charlotte City, float			902 74		902 74
Ragged Island, booms				25 05	25 05
Read Island, float			28 15		28 15
Retreat Cove (Galiano Island), wharf			60 00		60 00



AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>British Columbia—Concluded.</i>					
Riondel, wharf, etc.	630 63	6,947 68			7,578 31
Robert's Bay, boat landing			444 25		444 25
Robert's Creek, wharf			1,111 75		1,111 75
Royston, float		2,129 24			2,129 24
Saanichton, wharf			229 50		229 50
Salmon Arm	3,475 89				3,475 89
Sandheads. <i>See Fraser River.</i>					
San Joseph Bay	500 70				500 70
Savary Island, float			204 18		204 18
Sayward (Comox-Alberni), wharf, etc.		6,453 02	990 01		7,443 03
Seaford, float approach		1,429 47			1,429 47
Seaside Park (Howe Sound), float		70 78			70 78
Seymour Arm, wharf			575 27		575 27
Shaw Landing (Galiano Island), wharf			391 00		391 00
Shushartie Bay, float			402 29		402 29
Shuswap Lake	958 17				958 17
Sidney, auto ferry landing			1,986 39		1,986 39
Skeena River	15,953 11				15,953 11
Skidegate, wharf			2,390 90		2,390 90
Snug Cove, wharf			108 45		108 45
Sointula, wharf			83 62		83 62
Sooke (Nanaimo), wharf			4,103 34		4,103 34
Sorrento (Shuswap Lake), wharf			51 63		51 63
South Gabriola, wharf			37 00		37 00
Squamish, wharf		2,524 93			2,524 93
Squirrel Cove, wharf approach		914 37			914 37
Stag Bay, float			50 00		50 00
Steveston Jetty. <i>See Fraser River.</i>					
Stewart, dolphin		1,348 38			1,348 38
Stikine River	2,993 68				2,993 68
Sturdie's Bay (Galiano Island), wharf			174 00		174 00
Surge Narrows, float			35 00		35 00
Thetis Island, float			40 00		40 00
Tofino, wharf			425 00		425 00
Tucker Bay, float (old)			460 92		460 92
" (West Point), float (new)		1,373 10			1,373 10
Ucluelet East, float		882 37			882 37
" West, float		858 13			858 13
Union Bay, wharf			2,246 14		2,246 14
Van Anda, wharf			235 89		235 89
Vancouver, coal harbour	44,994 64				44,994 64
" First Narrows	8,681 80				8,681 80
" immigration wharf			264 52		264 52
" North, Burrard Dry Dock.					
" <i>See North Vancouver.</i>					
" Second Narrows	75,485 09				75,485 09
" Stanley Park, foreshore protection		7,999 98			7,999 98
Victoria Harbour	40,044 37				40,044 37
Westbank, wharf		8,027 18			8,027 18
Whaletown, wharf			502 60		502 60
Whitemans Creek, wharf			321 11		321 11
White Rock, wharf, etc.			1,247 03	386 16	1,633 19
Whonnock, wharf			246 78		246 78
Wilcox Landing, piling, etc.	116 76	228 10			344 86
William Head Quarantine Station, wharf			3,506 40		3,506 40
Wyatt Bay, float			216 43		216 43
Generally	5,775 92			7,923 27	13,699 19
Totals, British Columbia	396,961 37	1,491,645 77	65,304 83	284,192 40	2,238,104 37

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Dredging	Construc- tion and Improvements	Repairs	Staff and Main- tenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>HARBOURS AND RIVERS</b>					
<i>Yukon Territory—</i>					
Stewart and Yukon Rivers, channel improvements.....		5,000 00			5,000 00
Total, Yukon Territory.....		5,000 00			5,000 00
<i>Harbours and Rivers Generally—</i>					
General expenses of staff, etc.....				17,790 48	17,790 48
Salaries of district engineers, assistants, etc.....				467,360 62	467,360 62
Test borings for sundry projected works.....		7,022 60			7,022 60
Totals, Generally.....		7,022 60		485,151 10	492,173 70

Name of Work	Construc- tion and Improvements	Repairs	Staff and Main- tenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>DREDGING PLANT</b>				
Maritime Provinces.....	61,314 28	10,665 27		71,979 55
Ontario and Quebec.....	37,039 76	9,203 42	2,966 64	49,209 82
Manitoba, Saskatchewan and Alberta.....		4,565 19		4,565 19
British Columbia.....	6,180 20	10,442 05		16,622 25
Totals, Dredging Plant.....	104,534 24	34,875 93	2,966 64	142,376 81
<b>ROADS AND BRIDGES</b>				
<i>Maritime Provinces—</i>				
Grand Etang Bridge, N.S.....		79 97		79 97
Edmundston, N.B., International Bridge.....		411 65		411 65
St. Leonard, N.B., International Bridge.....		872 35	360 00	1,232 35
<i>Quebec and Ontario—</i>				
Calumet-Bryson Bridge.....	3,266 00	3,065 05		6,331 05
Des Joachims Bridge.....		1,677 46		1,677 46
Matapedia, Interprovincial Bridge.....		999 41		999 41
North Timiskaming Bridge.....		3,502 31		3,502 31
Portage du Fort Bridge.....		2,355 81		2,355 81
St. Majorique (Gaspé Co.), Bridge.....		4,009 09		4,009 09
<i>Ottawa City, bridges and streets maintained by Government—</i>				
Connaught Place and Wellington St.....			3,851 03	3,851 03
Chaudière, bridge and approaches.....		2,233 55		2,233 55
Laurier Bridge.....		3,726 49		3,726 49
Lighting all above.....			1,759 52	1,759 52
York Bridge, Grand River.....		1,842 05		1,842 05
<i>Manitoba, Saskatchewan and Alberta—</i>				
Little Pembina River Bridge (Man.).....		125 88		125 88
<i>British Columbia—</i>				
Burrard Inlet, Bridge—Grant to., Burrard Inlet Tunnel and Bridge Co.....			269,936 00	269,936 00
Totals, Roads and Bridges.....	3,266 00	24,901 07	275,906 55	304,073 62



AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Continued*

Name of Work	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>TELEGRAPH AND TELEPHONE LINES</b>				
Cape Ray, Newfoundland.....			250 00	250 00
<i>Maritime Provinces—</i>				
Bay of Fundy lines.....			4,229 70	4,229 70
Cape Breton lines.....	10,574 03		32,293 95	42,867 98
Chatham-Escuminac lines.....			2,420 11	2,420 11
Prince Edward Island and mainland.....			6,946 66	6,946 66
<i>Quebec Mainland—</i>				
Cable between Isle Verte and south shore of River St. Lawrence.....	1,229 20			1,229 20
North Shore, east of Bersimis.....			28,887 37	28,887 37
“ west of Bersimis.....			16,713 19	16,713 19
Quebec County lines.....			2,500 93	2,500 93
Timiskaming lines.....			2,018 61	2,018 61
<i>Quebec Islands—</i>				
Anticosti System.....			6,085 15	6,085 15
Grosse Ile, Ile aux Coudres and Ile d'Orleans system.....			3,636 00	3,636 00
Magdalen Islands system.....			7,353 20	7,353 20
Maritime Provinces and Gulf generally.....			1,678 19	1,678 19
Cable Ship Tyrian.....			86,708 05	86,708 05
<i>Ontario—</i>				
Manitoulin-Cockburn Islands system.....			2 50	2 50
Pelee Island system.....			343 23	343 23
<i>Saskatchewan and Alberta—</i>				
Saskatchewan system.....		7,724 20	37,002 22	44,726 42
Alberta system.....	4,888 38	3,240 37	80,238 36	88,367 11
<i>British Columbia and Yukon—</i>				
Ashcroft-Dawson system.....	21,445 59	6,985 43	210,274 53	238,705 55
British Columbia, mainland system.....	5,892 42	10,974 39	98,482 90	115,349 71
“ Vancouver Island.....	4,732 01	10,171 93	134,301 79	149,205 73
Telegraph service, generally.....			5,919 34	5,919 34
Totals, Telegraph and Telephone Lines.....	48,761 63	39,096 32	768,285 98	856,143 93
<b>MISCELLANEOUS</b>				
<i>Surveys—</i>				
Maritime Provinces.....			26,497 68	26,497 68
Quebec.....			45,852 73	45,852 73
Ontario.....			24,869 51	24,869 51
Manitoba.....			6,956 28	6,956 28
Saskatchewan and Alberta.....			250 00	250 00
British Columbia.....			12,327 18	12,327 18
Generally.....			7,055 34	7,055 34
<i>Upper Ottawa Storage Dams—</i>				
Land damages (Timiskaming dam).....	10,373 52			10,373 52
Quinze dam.....			8,582 87	8,582 87
Timiskaming dam.....			25,900 13	25,900 13
Accounts Branch, salaries and travelling expenses of agents, clerks of outside service.....			20,134 23	20,134 23
Gratuities to widows or representatives of 40 deceased employees under Civil Service Amendment Act.....			6,503 34	6,503 34
Monument to the late Sir Wilfrid Laurier.....	266 60			266 60
National Monument on Connaught Place.....	6,388 07			6,388 07
New hull for snagboat <i>Samson</i> .....	7,597 20			7,597 20
Operation and maintenance of inspection boats.....			13,045 75	13,045 75
River gauging and metering.....			16,378 74	16,378 74
Collection of Public Works revenues.....			2,262 58	2,262 58
Public Service Retirement Act, Superannuation No. 4.....			3,147 95	3,147 95
Gratuity to the widow of the late Jos. Byrne.....			671 40	671 40
Total, Miscellaneous.....	24,625 39		220,435 71	245,061 10
<i>Civil Government—</i>				
Salaries of Minister, Deputy Minister and permanent Staff.....			616,445 45	616,445 45
Salaries of temporary clerks.....			10,339 60	10,339 60
Travel of Minister and Ottawa Staff.....			36,775 32	36,775 32
Printing, stationery, telegrams and sundry minor expenditures.....			21,153 14	21,153 14
Total, Civil Government.....			684,713 51	684,713 51

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.—*Concluded*

Name of work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
RECAPITULATION	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Totals, Public Buildings—</i>					
Nova Scotia.....		58,681 22	44,705 61	139,241 77	242,628 60
Prince Edward Island.....		5,272 96	13,061 58	20,349 27	38,683 81
New Brunswick.....		224,980 68	35,840 02	117,523 61	378,344 31
Quebec.....		310,500 64	102,923 52	602,259 85	1,015,684 01
Ottawa.....		638,654 12	212,725 13	2,373,881 72	3,225,260 97
Ontario (excluding Ottawa).....		393,034 04	89,558 78	690,727 29	1,173,320 11
Manitoba.....		107,833 87	39,451 80	187,664 68	334,950 35
Saskatchewan.....		20,045 18	22,447 26	143,310 35	185,802 79
Alberta.....		45,986 51	20,428 25	237,121 05	303,535 81
British Columbia.....		193,599 87	58,190 92	244,861 73	496,652 52
Yukon.....				31,878 17	31,878 17
Public Buildings, generally.....		248,818 77		102,764 18	351,582 95
<i>Totals, Harbours and Rivers—</i>					
Nova Scotia.....	400,825 42	359,263 40	125,770 84	3,508 64	889,368 30
Prince Edward Island.....	65,618 56	9,679 52	34,139 61	1,066 35	110,504 04
New Brunswick.....	164,614 89	545,202 48	95,165 38	253,171 97	1,058,154 72
Quebec.....	500,040 81	626,668 22	237,006 60	219,338 73	1,583,054 36
Ontario.....	598,825 19	916,590 36	317,552 60	86,651 85	1,919,620 00
Manitoba.....	70,055 92	79,898 95		22,497 19	172,452 06
Saskatchewan and Alberta.....	10,906 36	24,329 66	318 75	155 00	35,709 77
British Columbia.....	396,961 37	1,491,645 77	65,304 83	284,192 40	2,238,104 37
Yukon.....		5,000 00			5,000 00
Harbours and Rivers, generally.....		7,022 60		485,151 10	492,173 70
<i>Totals—</i>					
Dredging plant.....		104,534 24	34,875 93	2,966 64	142,376 81
Roads and Bridges.....		3,266 00	24,901 07	275,906 55	304,073 62
Telegraph and Telephone Lines.....		48,761 63	39,096 32	768,285 98	856,143 93
Miscellaneous.....		24,625 39		220,435 71	245,061 10
Total of all works.....	2,207,848 52	6,493,896 08	1,613,464 80	7,514,911 78	17,830,121 18
Total Civil Government.....				684,713 51	684,713 51
Grand Total of expenditures.....	2,207,848 52	6,493,896 08	1,613,464 80	8,199,625 29	18,514,834 69



REVENUE received by the Department of Public Works of Canada during the fiscal year ended March 31, 1926.

Source of Revenue	
PUBLIC BUILDINGS	
	Amount Received
Rents from public buildings and related properties not presently in use for public purposes.....	\$ 85,179 95
Sales of public buildings or related properties no longer required for public purposes.....	2,064 30
Sale of old furniture, fittings, building material, etc.....	5,271 96
Total from public buildings.....	\$ 92,516 21
ENGINEERING WORKS	
Operation of Dry Docks, etc.—	
Champlain dock, Lévis, Que.....	\$ 43,449 50
Lorne dock, Lévis, Que.....	24,221 60
Selkirk repair slip, Selkirk, Man.....	2,494 20
Esquimalt dock, Esquimalt, B.C.....	14,945 35
Burleigh Falls, Ont., timber slide.....	271 90
	\$ 85,382 55
Rents derived from works and plant leased to private parties—	
Ferry privileges.....	\$ 4,542 57
Kingston, Ont., graving dock.....	5,000 00
Dredges and tugs.....	28,141 36
Sundry minor works.....	1,591 31
	39,275 24
Sale of sundry works including lands pertaining thereto.....	92,273 44
Sale of vessels, plant, old materials, etc.....	43,914 65
Rents from water lots, etc., under control of Engineer's Branch.....	10,681 50
Total from Engineering Works.....	\$ 271,527 38
TELEGRAPH AND TELEPHONE LINES	
Operation of sundry lines—	
Maritime Provinces—	
Bay of Fundy.....	\$ 1,824 64
Cape Breton.....	6,919 26
Escuminac.....	2,300 98
Quebec—	\$ 11,044 88
Anticosti (including Gaspé) (leased).....	
Grosse Is. Quarantine Line.....	7 22
Magdalen Islands.....	2,319 10
N. Shore East of Bersimis.....	14,676 57
N. Shore West of Bersimis.....	5,214 67
Orleans Island.....	967 29
Quebec County.....	1,603 04
	\$ 24,787 89
Ontario—	
Pelee Island.....	\$ 148 50
Saskatchewan lines.....	3,616 14
Alberta lines.....	17,110 08
British Columbia mainland lines.....	77,934 60
Vancouver Island lines.....	63,514 03
Yukon system.....	89,563 46
	\$ 287,719 58
Rent of sundry lines to commercial companies.....	230 15
Rent SS. <i>Tyrian</i> repairing cables for commercial companies.....	434 00
Sale telegraph office property Long Point Mingan, P.Q.....	1,000 00
Sale of site and property at St. Margarets village—Bay St. Lawrence, N.S.....	800 02
Sale disused materials and equipment.....	3,997 25
Total from telegraph and telephone lines.....	\$ 294,181 00
MISCELLANEOUS REVENUE	
Received for photographic work done in this Department for other departments.....	4,697 92
Refunds against expenditure reported in accounts of previous years.....	6,312 51
Total miscellaneous.....	\$ 11,010 43
RECAPITULATION OF REVENUES	
Public buildings.....	92,516 21
Engineering works.....	271,527 38
Telegraph and telephone lines.....	294,181 00
Miscellaneous.....	11,010 43
Grand total Public Works revenue.....	\$ 669,235 02

# CONTRACTS, DEEDS AND LEASES

T. J. CARTER, Departmental Solicitor

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926.

Place and Description of Work	Name of Contractor	Date of Contract	Amount
<b>PUBLIC BUILDINGS</b>			
<i>Nova Scotia</i>			
Halifax— (Lawlor's Island)—Construction of cottage	William Whelby and E. L. Smith	Oct. 27, 1925	\$ 6,722 00
Pictou— Addition to public building.....	John Johnston.....	Nov. 26, 1925	9,723 00
Stellarton— Construction of public building.....	John Johnston.....	Nov. 10, 1925	15,770 00
<i>New Brunswick</i>			
Chipman— Construction of post office.....	J. A. Grant & Co., Ltd.....	Nov. 3, 1925	8,445 00
Installation of interior fittings in post office.	The Office Specialty Manufacturing Co., Ltd.	Mar. 23, 1926	945 00
South Nelson— Construction of public building.....	Geo. Burchill & Sons.....	Dec. 4, 1925	7,988 78
Installation of interior fittings in post office.	Geo. Burchill & Sons.....	Mar. 15, 1926	850 00
St. John— Construction of roof on old post office building.	B. Mooney & Sons, Ltd.....	Aug. 12, 1925	8,994 00
(Partridge Island Quarantine Station)— Construction of cottage.	Kane & Parker.....	Oct. 5, 1925	4,650 00
Installation of steam heating system in old post office building.	Richard E. Fitzgerald.....	Oct. 12, 1925	5,820 00
Installation of electric passenger and electric freight elevators in old post office building.	The Turnbull Elevator Co., Ltd..	Oct. 26, 1925	\$6,850.00, plus \$150.00 for installation of gates, etc
Laying marble and terrazzo floor in old post office building.	John Flood & Sons, Ltd.....	Jan. 25, 1926	5,810 00
St. John (West)— Extension to cattle shed.....	Kane & Parker.....	Dec. 19, 1925	Unit prices.
<i>Quebec</i>			
Chicoutimi— Alterations to heating apparatus in public building.	Léonard Claveau.....	Sept. 19, 1925	1,689 00
Jonquières— Alterations to fittings, etc., in post office..	Joseph B. A. Lachance.....	Jan. 18, 1926	1,800 00
Loretteville— Installation of post office fittings.....	The J. T. Schell Co.....	Aug. 20, 1925	1,309 00
Maniwaki— Construction of public building.....	Adolphe Nault.....	Oct. 13, 1925	17,250 00
Installation of interior fittings in public building.	The J. T. Schell Co.....	Feb. 2, 1926	1,225 00
Montreal— Construction of postal station, St. Denis Division, and additional work.	Concrete Construction Limited....	Dec. 18, 1925	\$35,316.00 and \$6,490.00 for additional work.
Construction of inspection and fumigation station.	J. A. A. Leclair, Dupuis, Limitée..	Feb. 22, 1926	31,000 00
Installation of interior fittings in postal station "R".	The J. T. Schell Co.....	Feb. 22, 1926	2,999 00
Rimouski— Addition to post office.....	Zénon Ouellet.....	Oct. 13, 1925	8,750 00
Installation of interior fittings in public building.	The J. T. Schell Co.....	Nov. 18, 1925	1,455 00
St. Hyacinthe— Installation of hot water boilers in public building.	Hormidas Létourneau.....	Sept. 19, 1925	1,158 00
St. Jacques de L'Achigan— Construction of public building.....	Albert Brouillet.....	Nov. 13, 1925	10,450 00
Verdun— Installation of interior fittings in public building.	The J. T. Schell Co.....	Sept. 8, 1925	2,835 00
<i>Ontario</i>			
Brampton— Alterations to armoury.....	Percy Warr.....	Dec. 22, 1925	\$ 890 00
Essex— Installation of hot water boilers in public building.	Michael A. Brian.....	Sept. 10, 1925	1,750 00



STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Work	Name of Contractor	Date of Contract	Amount
<b>PUBLIC BUILDINGS—Continued</b>			
<i>Ontario—Concluded</i>			
Gravenhurst— Construction of public building.....	The Schultz Bros. Co., Ltd.....	Nov. 24, 1925	\$ 19,900 00
Haileybury— Erection of armoury.....	The Town of Haileybury.....	Sept. 24, 1925	33,500 00
Hamilton— Structural steel work of elevator in post office.	The Hamilton Bridge Works, Co., Ltd.	Feb. 19, 1926	700 00
Installation of elevator enclosure and passenger elevator in post office.	The Turnbull Elevator Co., Ltd..	Feb. 23, 1926	5,996 00
Kingston— Grading, paving roads etc., new dormitory building, R.M.C.	Peter McCoy.....	Oct. 7, 1925	6,926 45
Kitchener— Alterations and additions to public building	Dunker Brothers.....	Oct. 13, 1925	42,925 00
Alterations and additions to interior fittings in public building.	The Interior Hardwood Co., Ltd..	Feb. 22, 1926	3,325 00
Leamington— Supply of 30,000 crates.....	Zimmerman Bros., Ltd.....	Dec. 3, 1925	6,900 00
Construction of warehouse.....	John A. E. Burrows.....	Dec. 17, 1925	12,500 00
London— Alterations and additions to unit H, Westminster Military Hospital.	William E. Dodd.....	Oct. 16, 1925	4,620 00
Napanee— Installation of hot water boilers in public building.	J. M. & M. B. Elliott.....	Sept. 8, 1925	1,544 00
Ottawa— Installation of two ceiling fixtures for Senate Chamber and four bronze standards for main entrance, Parliament Buildings.	The Robert Mitchell Co., Ltd....	Aug. 31, 1925	31,000 00
Construction of superstructure of greenhouse at Rideau Hall.	Lord & Burnham Co., Ltd.....	Sept. 9, 1925	8,200 00
Erection of bronze statue of the late Sir Wilfrid Laurier on Parliament Hill.	J. Emile Brunet.....	Sept. 11, 1925	25,000 00
Construction of asphalt driveway on Parliament Hill.	O'Leary's Ltd.....	Sept. 16, 1925	23,615 00
Renewal of agreement.....	Corporation of City of Ottawa...	Sept. 17, 1925	\$100,000.00 per annum
Construction of boiler shed and heating equipment at Booth street experimental station.	Alex. I. Garvock.....	Oct. 7, 1925	7,800 00
Delivery of clock and carillon for installation in tower of Parliament Building.	Cyril F. Johnston.....	Jan. 7, 1926	63,930 00
Pictou— Construction of roof on drill hall.....	Jamieson Bone & Co., Ltd.....	Oct. 13, 1925	4,080 00
Repairs to drill hall.....	Alfred E. Strickland.....	Feb. 20, 1926	6,235 00
Port Colborne— Construction of public building.....	The Schultz Bros., Co., Ltd.....	Nov. 24, 1925	53,700 00
Prescott— Alterations to heating apparatus in Customs-Excise building.	McKelvey & Birch, Ltd.....	Sept. 15, 1925	1,190 00
Renfrew— Laying roof on armoury.....	Canadian Rogers Sheet Metal & Roofing Ltd.	Sept. 11, 1925	4,263 00
Sandwich— Installation of hot water boilers in post office building.	Frank J. Tansley.....	Sept. 10, 1925	830 00
Stouffville— Construction of public building.....	Stuart Bros. Ltd.....	Nov. 16, 1925	17,623 00
Warton— Construction of public building.....	J. S. Cook & Son.....	Feb. 20, 1926	24,007 65
<i>Manitoba</i>			
Winnipeg— Construction of laboratory and rust investigation building.	The J. McDiarmid Co., Ltd.....	Oct. 27, 1925	\$27,900.00 plus \$300 for Shingles
Alterations to main immigration hall.....	Robert N. Wyatt.....	Nov. 23, 1925	16,747 00
Fort Osborne Barracks—Alterations and additions to heating plant.	The James Ballantyne Co., Ltd..	Oct. 27, 1925	15,000 00
Fort Osborne Barracks—Conversion of Red Cross building into officers' mess rooms.	Macaw & Macdonald.....	Jan. 5, 1926	3,700 00
Fort Osborne Barracks—Construction of stables (four units)	Hazleton & Walin, Ltd.....	Feb. 8, 1926	39,500 00
<i>British Columbia</i>			
Bentinck Island— Installation of electric light plant etc., at the lazaretto.	Allan H. Coulter.....	Nov. 23, 1925	3,375 00
Construction of two leper huts at the lazaretto.	James Smethurst.....	Dec. 26, 1925	4,950 00
Esquimalt— Construction of gunnery control building at R.C.N. barracks.	James Parfitt and Fred Parfitt...	Dec. 2, 1925	8,754 00

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Work	Name of Contractor	Date of Contract	Amount
<b>PUBLIC BUILDINGS—Concluded</b>			
<i>British Columbia—Concluded</i>			
<i>Esquimalt—Concluded</i>			
Construction of signalling school building..	Edward Williams, Sidney C. Tre- rise & James T. Williams.	Dec. 8, 1925	\$ 5,629 00
Construction of boat house ramp and float At Pilgrims Cove, R.C.N. barracks.	Watson, Stewart & Kennedy.....	Jan. 30, 1926	8,087 74
Painting, buildings, etc. at H.M.C. naval dockyard.	Joseph J. Ross.....	Feb. 8, 1926	5,754 00
Erection of two bath-houses and repairs to steps, verandah, etc. at R.C.N. barracks.	Williams, Trerise & Williams.....	Feb. 8, 1926	\$1,540.00 for bath-houses. \$398.00 for verandah, steps, etc.
Alterations, additions and renovations to factory building and repairs to jetty, boat houses, landing stages, gangway and Bickford Tower at H.M.C. naval dock- yard.	Harkness & Son.....	Feb. 8, 1926	\$1,275.00 for alterations to factory building. \$1,249.00 for repairs to jet- ty, etc.
Construction of garage building at R.C.N. barracks.	Parfitt Bros., Ltd.....	Feb. 17, 1926	1,691 00
<i>Revelstoke—</i>			
Construction of public building.....	The Interior Construction Co.....	May 4, 1925	41,000 00
<i>Vancouver—</i>			
Construction of grain inspector's office....	Robertson Bros., Ltd.....	Dec. 21, 1925	4,960 95
<i>Generally</i>			
<i>Geneva, Switzerland—</i>			
Construction of doors for International La- bour office.	The Buyer's Door and Manufac- turing Co., Ltd.	Apr. 23, 1925	3,077 80
<b>GOVERNMENT TELEGRAPH LINES</b>			
<i>Saskatchewan</i>			
<i>Waterhen—</i>			
Supply and delivery of 1,500 poles for tele- graph line between Waterhen and Isle la Crosse.	A. Jules Marion.....	Sept. 12, 1925	\$2.23 per pole or \$3,345.00.
<b>HARBOURS AND RIVERS</b>			
<i>Nova Scotia</i>			
<i>Arisaig—</i>			
Construction of wharf.....	Alexander S. McMillan and Colin R. Macdonald.	Nov. 20, 1925	Unit prices.
<i>Dingwall—</i>			
(Aspy Bay)			
Construction of breakwater.....	William E. Landry.....	Oct. 24, 1925	Unit prices.
<i>East River—</i>			
Dredging.....	The Halifax Dredging Co., Ltd....	Nov. 10, 1925	\$9.00 per cu. yd. class A place meas \$0.70 per cu. yd. class B, scow meas.
<i>Finlay Point—</i>			
Construction of breakwater-wharf.....	Duncan McEachern and Angus A. McDonald.	Oct. 4, 1925	Unit prices.
<i>Freeport—</i>			
Extension to breakwater.....	Gaudet & Comeau.....	Oct. 2, 1925	Unit prices.
<i>Great Village—</i>			
Wharf replacement.....	Standard Construction Co., Ltd...	Sept. 26, 1925	Unit prices.
<i>Gulliver's Cove—</i>			
Construction of breakwater.....	E. J. Gaudet & S. F. Comeau....	Aug. 5, 1925	Unit prices.
<i>Hall's Harbour—</i>			
Extension to breakwater.....	Halle B. Bigelow.....	Oct. 8, 1925	Unit prices.
<i>Little Judique Ponds—</i>			
Construction of breakwater-wharf.....	J. J., D. A., C. J. and A. D. Mc- Donald.	Sept. 23, 1925	Unit prices.
<i>Lower Sandy Point—</i>			
Construction of breakwater.....	H. A. Russell Construction Co., Ltd.	Oct. 13, 1925	Unit prices.
<i>Lunenburg—</i>			
Dredging mooring basin.....	Acadia Contractors, Ltd.....	June 17, 1925	\$0.52 per cu.yd., class B scow meas.
<i>Main-à-Dieu—</i>			
Construction of wharf.....	Atlantic Dredging Co., Ltd.....	Nov. 24, 1925	Unit prices.
<i>Malagash—</i>			
Dredging approach to channel and wharf berth.	The Halifax Dredging Co., Ltd..	Aug. 1, 1925	\$9.00 per cu.yd. class "A" (scow meas.) \$1.20 per cu.yd. class "B" (scow meas.)
<i>Parrsboro—</i>			
Construction of wharf.....	Thomas P. Charleson.....	July 30, 1925	Unit prices.



STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Work	Name of Contractor	Date of Contract	Amount
<i>HARBOURS AND RIVERS—Continued</i>			
<i>Nova Scotia—Continued</i>			
Petit de Grat— Dredging opening of northern entrance at harbour.	Atlantic Dredging Co., Ltd.....	Sept. 10, 1925	\$10.50 per cu.yd. class "A" (scow meas.) \$0.88 per cu.yd. class "B" (scow meas.).
Port Maitland— Construction of breakwater—	D. S. Kirk Woodworking Co.....	Nov. 18, 1925	Unit prices.
Port Mouton— Dredging channel at Robertson's wharf..	Acadia Contractors, Ltd.....	Dec. 10, 1925	\$0.67½ per cu.yd. class "B" for overcast material and \$0.90 per cu.yd. class "B" for material dredged and scowed away.
Saulnierville— Extension to breakwater.....	Thomas M. Rawding.....	Nov. 17, 1925	Unit prices.
Sheet Harbour— Dredging West river.....	The Halifax Dredging Co., Ltd...	June 22, 1925	\$9.00 per cu.yd. class "A" (scow meas.), \$0.60 per cu.yd. class "B" (scow meas.).
Wallace— Dredging channel to wharf and berth at wharf.	The Halifax Dredging Co., Ltd...	Aug. 24, 1925	\$9.00 per cu.yd. class "A" (scow meas.), \$0.75 per cu.yd. class "B" (scow meas.).
Windsor— Extension to wharf.....	Halle B. Bigelow.....	July 28, 1925	Unit prices.
Wolfville— Construction of wharf.....	Halle B. Bigelow.....	Oct. 24, 1925	Unit prices.
<i>Prince Edward Island</i>			
New London Harbour— Construction of breakwater on eastern side of entrance.	Everett McLeod, George McKenzie and Duncan MacKenzie.	Aug. 22, 1925	Unit prices.
Souris— Delivery and placing of stone at outer end of breakwater.	John E. Campbell.....	June 27, 1925	Unit prices.
<i>New Brunswick</i>			
Escurminac— Construction of portion of proposed breakwater.	Burpee Construction Co., Ltd....	Dec. 7, 1925	Unit prices.
Grand Harbour— (Ingall's Head) Construction of breakwater.....	John Flood & Son's, Ltd.....	Nov. 2, 1925	Unit prices.
Green Point— Construction of pier.....	Thos. P. Charleson.....	Oct. 31, 1925	Unit prices.
Mill's Point— Enlargement and repairs to wharf.....	Lawrence Doyle.....	Aug. 20, 1925	Unit prices.
Shediac— Repairs to wharf.....	Frank L. Boone.....	Sept. 23, 1925	Unit prices.
St. John— Dredging berths in front of McLeod, Pettigill and C.P.R. wharves.	James S. Porter and Gordon S. Macdonald.	Oct. 25, 1925	\$8.70 per cu.-yd. class "A" (place meas.), \$0.60 per cu.-yd. class "B" (place meas.).
St. John River— Dredging at McGowan's, Maugerville Barker's, Williams and Upper Gagetown wharves.	Jas. S. Gregory.....	Aug. 31, 1925	\$0.65 per cu.-yd. class "B" (scow meas.) for all places mentioned.
St. John (West)— Dredging deep water berths and Dominion Coal Co., wharf.	St. John Dry Dock and Shipbuilding Co., Ltd.	Aug. 24, 1925	\$0.39½ per cu.-yd. class "B" (place meas.) for deep water berths. \$0.80 per cu.-yd. class "B" (place meas.) Dominion Coal Co. wharf.
Extension to frostproof warehouse at berth No. 14.	Harold O. Clark: .....	Oct. 3, 1925	Unit prices.
<i>Quebec</i>			
Baie St. Paul— (Rivière du Gouffre) Repairs to wharf.....	Méthot & Fournier.....	Aug. 11, 1925	Unit prices.
Construction of bank protection.....	Théodore Lacouline.....	Nov. 2, 1925	Unit prices.

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Work	Name of Contractor	Date of Contract	Amount
<b>HARBOURS AND RIVERS—Continued</b>			
<i>Quebec—Continued</i>			
Bersimis— Dredging channel.....	The National Dock and Dredging Corp., Ltd.	Oct. 28, 1925	\$3.00 per cu.-yd. class "A" (scow meas.), \$1.05 per cu.-yd. class "B" (scow meas.)
Berthierville— Dredging channel.....	Les Chantiers Manseau.....	June 11, 1925	\$5.00 per cu.-yd. class "A" (scow meas.), \$0.42 per cu.-yd. class "B" (scow meas.)
Bagotville— Extension and repairs to wharf.....	Elzéar Méthot & Nap. Fournier...	Oct. 13, 1925	Unit prices.
Cap de la Madeleine— Improvements to wharf.....	O. & J. Poliquin.....	Oct. 27, 1925	Unit prices.
Caughnawaga— Reconstruction of wharf in concrete.....	H. Gravel.....	Oct. 21, 1925	Unit prices.
Chandler— Extension to landing-wharf.....	Farley & Grant.....	Dec. 15, 1925	Unit prices.
Desjardins— Reconstruction of wharf.....	Farley & Grant.....	Sept. 21, 1925	Unit prices.
Doucet's Landing— Dredging.....	The National Dock and Dredging Corp., Ltd.	June 18, 1925	\$8.00 per cu.-yd. class "A" (scow meas.), \$0.49 per cu.-yd. class "B" (scow meas.)
Father Point— Repairs and improvements to wharf.....	Cloutier & Gaudreau.....	Oct. 23, 1925	Unit prices.
Lachine— Reconstruction of downstream part of C.N. Railway wharf.	Farley & Grant.....	Sept. 10, 1925	Unit prices.
Maria— Reconstruction of portion of superstructure of wharf.	Peter Nadeau & Sons Reg'd.....	Nov. 21, 1925	Unit prices.
Matane— Reconstruction of superstructure and improvements to wharf.	Ludger Lemieux Limitée.....	Nov. 13, 1925	Unit prices.
Nicolet— Dredging channel.....	The National Dock & Dredging Corporation, Ltd.	Sept. 14, 1925	\$4.00 per cu.-yd. class "A" (scow meas.), \$0.35 per cu.-yd. class "B" (scow meas.)
Repairs to jetty.....	Charles E Pagé & Léon Pagé.....	Feb. 15, 1926	Unit prices.
Port au Saumon— Reconstruction of portion of wharf.....	Ludger Lemieux Limitée.....	Nov. 7, 1925	Unit prices.
Rivière du Loup (en haut)— Dredging channel.....	The National Dock & Dredging Corporation, Ltd.	Sept. 21, 1925	\$4.00 per cu.-yd. class "A" (scow meas.), \$0.35 per cu.-yd. class "B" (scow meas.)
Rivière St. François and Ile aux Raisins— Dredging two channels.....	Aimé Laperrière.....	June 17, 1925	\$0.30 per cu.-yd. class "B" (place meas.) for both.
Rivière St. François— Dredging channel.....	Aimé Laperrière.....	July 17, 1925	\$0.95 per cu.-yd. class "A" (scow meas.), \$0.45 per cu.-yd. class "B" (scow meas.)
Dredging channel at mouth of river in lake St. Pierre.	Aimé Laperrière.....	Aug. 29, 1925	\$0.95 per cu.-yd. class "A" (place meas.), \$0.30 per cu.-yd. class "B" (place meas.)
Sorel— Reconstruction of portion of wharf.....	Jackson Construction Co., Ltd....	Aug. 19, 1925	Unit prices.
Dredging Lanctot basin.....	The National Dock & Dredging Corporation, Ltd.	Sept. 14, 1925	\$0.34 per cu.-yd. class "B" (scow meas.)
St. André— Wharf repairs.....	Ludger Lemieux Limitée.....	Nov. 7, 1925	Unit prices.
St. Antoine de Tilly— Reconstruction of wharf.....	Napoléon Trudel & fils.....	Aug. 27, 1925	Unit prices.
St. Laurent, Isle of Orléans— Repairs to wharf.....	Napoléon Trudel & fils.....	Aug. 4, 1925	Unit prices.
Ste. Péronille— Wharf repairs and improvements.....	Ludger Lemieux and Odilon Roberge.	Nov. 7, 1925	Unit prices.
Trois Rivières— Construction of steel freight shed on quay Bureau.	Bruno J. Trépanier.....	Oct. 13, 1925	\$39,800 00
Valleyfield— Dredging channel in lake St. François.....	Les Chantiers Manseau.....	Sept. 21, 1925	\$9.00 per cu.-yd. class "A" (place meas.), \$0.85 per cu.-yd. class "B" (place meas.)



STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Work	Name of Contractor	Date of Contract	Amount
<b>HARBOURS AND RIVERS—Continued</b>			
<i>Ontario</i>			
Belle River— Dredging channel and basin.....	St. Clair Dredge and Construction Co., Ltd.	Aug. 6, 1925	\$0.58 per cu.-yd. class "B" (scow meas.), \$0.38 per cu.-yd. class "B" (place meas.).
Bowmanville— Dredging channels at Bowmanville, Cobourg, Toronto (eastern and western channels).	National Sand and Material Co., Ltd.	May 29, 1925	\$0.52 per cu.-yd. class "B" (place meas.) for Bowmanville, \$0.50 per cu.-yd. class "B" (scow meas.) for Cobourg, \$0.40 per cu.-yd. class "B" (scow meas.) for Toronto (eastern channel), \$0.40 per cu.-yd. class "B" (place meas.) for Toronto (western channel).
Burlington— Extension to breakwater.....	The Randolph Macdonald Co., Ltd.	Nov. 18, 1925	Unit prices.
Burlington Channel— Reconstruction of portion of south pier.....	The Randolph Macdonald Co., Ltd.	July 30, 1925	Unit prices.
Chatham (McGregor's creek)— Repairs to revetment wall.....	Ralph Keemle.....	Sept. 17, 1925	Unit prices.
Chute à Blondeau— Reconstruction of public wharf.....	Joseph Lalonde.....	Oct. 26, 1925	Unit prices.
Cobourg— Repairs to east pier..... See Bowmanville for dredging contract.	A. A. Outram.....	April 20, 1925	Unit prices.
Collingwood— Dredging harbour.....	The C. S. Boone Dredging and Construction Co., Ltd.	June 20, 1925	\$14.12 per cu.-yd. class "A" (place meas.), \$0.90 per cu.-yd. class "B" (place meas.).
Reconstruction of part of western breakwater.	Farley & Grant.....	Oct. 1, 1925	Unit prices.
Cumberland— Reconstruction of wharf.....	Grant Brothers Construction Co., Ltd.	Aug. 8, 1925	Unit prices.
Gananoque— Dredging channel between Tidd's island and Hay island.	The Randolph Macdonald Co., Ltd.	Aug. 31, 1925	\$5.00 per cu.-yd. class "A" (place meas.), \$0.65 per cu.-yd. class "B" (place meas.).
Goderich— Reconstruction of portion of breakwater.....	Farley & Grant.....	June 19, 1925	Unit prices.
Dredging harbour and channel.....	W. L. Forrest.....	June 20, 1925	\$3.17 per cu.-yd. class "A" (scow meas.), \$0.45 per cu.-yd. class "B" (scow meas.).
Construction of mooring wharf.....	Jackson Construction Co., Ltd. ...	June 22, 1925	Unit prices.
Honey Harbour— Construction of wharf and approach.....	George W. Rayner.....	Oct. 23, 1925	Unit prices.
Kincardine— Dredging channel and between entrance piers.	The Randolph Macdonald Co., Ltd.	June 23, 1925	\$5.00 per cu.-yd. class "A" (scow meas.), \$0.53 per cu.-yd. class "B" (scow meas.).
Repairs to piers.....	John & David Keys.....	July 17, 1925	Unit prices.
Meaford— Dredging harbour.....	The C. S. Boone Dredging and Construction Co., Ltd.	Sept. 5, 1925	\$0.52 per cu.-yd. class "B" (scow meas.).
Reconstruction of portion of east breakwater.	Myles Carver.....	Nov. 14, 1925	Unit prices.
Midland— Dredging harbour and removal of shoal spots at Tiffin elevator.	The Randolph Macdonald Co., Ltd.	Sept. 3, 1925	\$5.00 per cu.-yd. class "A" (scow meas.) Midland harbour, \$5.00 per cu.-yd. class "A" (scow meas.) Tiffin elevator, \$10 per cu.-yd. for solid rock (place meas.), \$0.58 per cu.-yd. class "B" (scow meas.) Midland harbour, \$0.90 per cu.-yd. class "B" (scow meas.) Tiffin elevator.
Construction of wharf and dredging in approaches.	Macdonald Engineering Co. of Canada, Ltd.	Dec. 21, 1925	Unit prices.

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Work	Name of Contractor	Date of Contract	Amount
<b>HARBOURS AND RIVERS—Continued</b>			
<i>Ontario—Concluded</i>			
Oshawa— Harbour improvements.....	Thunder Bay Harbour Improvement Co., Ltd.	Sept. 5, 1925	Unit prices.
Owen Sound— Dredging harbour, channel and slip.....	Canadian Dredging Co., Ltd.....	June 29, 1925	\$6.00 per cu.-yd. class "A" (place meas.), \$0.43 per cu.-yd. class "B" (place meas.).
Construction of close pile harbour wall.....	J. E. Woolrich and R. H. Brigham	Oct. 23, 1925	Unit prices.
Penetanguishene— Dredging channel at Breithaupt Leather Company's wharf.	Théophile Light.....	Nov. 18, 1925	\$0.80 per cu.-yd. class "B" (place meas.).
Port Burwell— Reconstruction of portion of east pier.....	Thunder Bay Harbour Improvement Co., Ltd.	Aug. 28, 1925	Unit prices.
Construction of rubble wall between outer end of west pier and inner end of west breakwater.	William Bermingham & Son.....	Dec. 15, 1925	Unit prices.
Port Stanley— Harbour improvements.....	Wm. Bermingham & Son.....	July 16, 1925	Unit prices.
Saugen River— Construction of landing block.....	William Hunter.....	Oct. 27, 1925	Unit prices.
Sault Ste. Marie— Dredging slip at government wharf.....	The Soo Dredging and Construction Co., Ltd.	Sept. 28, 1925	\$5.80 per cu.-yd. class "A" (place meas.), \$1.42 per cu.-yd. class "B" (place meas.).
Toronto— Reconstruction of portion of superstructure of west pier of eastern channel. See Bowmanville for dredging contract.	Port Arthur Construction Co., Ltd.	Nov. 26, 1925	Unit prices.
<i>Manitoba</i>			
Dauphin Beach— Reconstruction of public wharf.....	Isaac Silverwood.....	Dec. 28, 1925	Unit prices.
Delta— Construction of protection works across mouth of Portage creek at southern end of lake Manitoba.	La Cour & Schioler.....	Nov. 28, 1925	Unit prices.
Victoria Beach— Extension to public wharf.....	Macaw & Macdonald.....	Dec. 21, 1925	Unit prices.
<i>British Columbia</i>			
Blubber Bay— (Toxada Island)—Construction of pile bent and timber decking wharf.	R. Bumstead.....	Oct. 27, 1925	\$5,849 00
Campbell River— Repairs to wharf.....	The Vancouver Pile Driving & Contracting Co., Ltd.	Sept. 17, 1925	Unit prices.
Clayoquot— Repairs to wharf and approach.....	James McDonald & Thomas Wither.	Oct. 26, 1925	Unit prices.
Columbia River— Construction of rock mound submerged dams and removal of portion of Deer Rock.	Alfred H. Green.....	Oct. 26, 1925	Unit prices.
Courtenay River— Dredging.....	Arnett Dredging Towing and Salvage Co., Ltd.	June 25, 1925	\$0.17 per cu. yd. class "B" (place meas.).
Esquimalt— Construction of transformer house.....	Hodgson, King & Marble.....	June 18, 1925	8,985 00
Installation of an air compressor plant....	Canadian Ingersoll-Rand Co., Ltd.	Jan. 30, 1926	Unit prices.
False Bay Lasqueti Island— Construction of pile bent and timber decking wharf.	William Greenlees.....	Jan. 11, 1926	5,458 00
Fraser River (North Arm)— Extension to jetty.....	The Vancouver Pile Driving and Contracting Co., Ltd.	Dec. 1, 1925	Unit prices.
Haney— Reconstruction of pile bent and timber decking wharf.	Fraser River Pile Driving Co., Ltd.	Nov. 21, 1925	4,477 00
Mission— Reconstruction of wharf.....	The Vancouver Pile Driving and Contracting Co., Ltd.	Aug. 6, 1925	3,980 00
North Vancouver, B.C.— Re. dry dock.....	Burrard Dry Dock Co., Ltd.....	April 4, 1925	Consent to assignment half yearly payments on account of subsidy.



STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Concluded*

Place and Description of Work	Name of Contractor	Date of Contract	Amount
<b>HARBOURS AND RIVERS—Concluded</b>			
<i>British Columbia—Concluded</i>			
North Vancouver, B.C.— <i>Concluded</i>			
Re. dry dock.....	Burrard Dry Dock Co., Ltd.....	Sept. 30, 1925	Consent to assignment half yearly payments on account of subsidy.
Pitt Lake—			
Reconstruction of wharf.....	Fraser River Pile Driving Co., Ltd.	Aug. 6, 1925	\$ 2,491 71
Port Clements—			
Repairs to wharf.....	Malcolm Milloy.....	Aug. 7, 1925	Unit prices.
Riondel—			
Construction of public wharf.....	Alfred H. Green.....	Feb. 19, 1926	6,425 00
Steveston—Fraser River—			
Construction of north dyke No. 1.....	Fraser River Pile Driving Co., Ltd.	Oct. 26, 1925	Unit prices.
Victoria Harbour—			
Dredging at Lemon & Gonnason Co's., Walker & Son's and Cameron Lumber Co's wharves.	The Pacific Construction Co., Ltd.	Oct. 9, 1925	\$0.32 per cu.-yd. class "B" (place meas.). Lemon & Gonnason Co's. wharf. \$0.35 per cu.-yd. class "B" (place meas.). Walker & Son's wharf. \$0.38 per cu.-yd. class "B" (place meas.). Cameron Lumber Co's wharf.
Victoria Harbour—(Hospital Rock)—			
Dredging.....	Northwestern Dredging Co., Ltd..	Jan. 16, 1926	\$7.90 per cu.-yd. class "A" (place meas.).
Westbank—(District of Yale)—			
Reconstruction of wharf.....	Farquhar R. McCharles & Colin F. McDougall.	Oct. 3, 1925	7,500 00
<b>DREDGES, VESSELS AND PLANT</b>			
Dredge "Mastodon" No. 306—			
Docking, painting and repairing.....	Burrard Dry Dock Co., Ltd.....	Aug. 3, 1925	6,490 00
Dredge P.W.D. No. 116—			
Repairs.....	Davie Shipbuilding and Repairing Co., Ltd.	Jan. 22, 1926	15,726 00
Scows—			
Construction of two steel flat deck scows...	Dominion Bridge Co., Ltd.....	Apr. 1, 1925	30,425 00
Construction of two steel hopper scows....	Sydney Foundry and Machine Works, Ltd.	May 1, 1925	49,940 00
Tug Storm King—			
Repairs to hull.....	Davie Shipbuilding and Repairing Co., Ltd.	Jan. 22, 1926	5,408 00

THE FOLLOWING ITEM WAS RECEIVED TOO LATE FOR INSERTION IN  
LAST YEAR'S ANNUAL REPORT 1924-1925

<i>British Columbia</i>			
Esquimalt—			
Supply of electric energy for operation of new dry dock.	British Columbia Electric Railway Co., Ltd.	Mar. 7, 1925	\$2,000.00 per month and an energy charge of 1 ct. per kilowatt hour.

STATEMENT No 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926.

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>Nova Scotia</i>					
Bayfield— Land containing 2.9 acres.....	Alexander D. Chisholm <i>et uz.</i>	His Majesty....	Oct. 9, 1925	Government purposes.	\$ 1 00
Bayport (Middle South)— Wharf land and land covered with water.	Henry M. Nass <i>et al.</i>	His Majesty....	Oct. 5, 1925	Government purposes.	750 00
Chimney Corner— Two parcels of land along shore.	George V. Evans <i>et uz.</i>	His Majesty....	Sept 1925	Government purposes.	250 00
Chris Cove— Land, approximately 2 acres...	Archie Condon <i>et al.</i>	His Majesty....	June 30, 1925	Government purposes.	35 00
Grand Etang— Right of way on eastern and western sides and across the waters in connection with bridge.	His Majesty.....	David J. Doucette.	Aug. 24, 1925	Private enterprise..	Free Grant.
Great Village— Land and right of way containing 1.4 acres more or less.	Agnes J. Schott & Harry S. Schott.	His Majesty....	Aug. 14, 1925	Wharf site.....	240 00
Little Judique Ponds— Land containing 1.7 acres, more or less.	Notice of expropriation.	His Majesty....	July 6, 1925	Wharf site.....	.....
Lower Sandy Point— Land containing 0.57 acres, on western side of public road.	Joshua Goodick.....	His Majesty....	Nov. 4, 1925	Government purposes.	125 00
Main-à-Dieu— Land containing 0.17 acres, also land covered with water.	Margaret A. McDougall & James McDougall.	His Majesty....	Oct. 17, 1925	Government purposes.	1 00
New Harris— Lots 1 and 2.....	Alexander McLeod.	His Majesty....	Jan. 24, 1925	Government purposes.	1 00
Parrsboro— Land, being portion of lot 8 area: $\frac{3}{4}$ acre more or less.	Notice of expropriation.	His Majesty....	July 4, 1925	Public wharf.....	.....
Land, being portion of lot 8, area $\frac{1}{4}$ acre more or less.	Notice of expropriation.	His Majesty....	Sept. 11, 1925	Public wharf site....	.....
Short Beach— Land containing 6.10 acre more or less.	Hartley Harris <i>et uz.</i>	His Majesty....	Jan. 20, 1926	Government purposes.	1 00
St. Margaret's— Government Telegraph office property.	His Majesty.....	Roman Catholic Episcopal Corporation of Antigonish.	July 16, 1925	Private enterprise..	800 00
West La Have Ferry— Land containing 1,350 sq. ft....	Henry J. Pernette, <i>et uz.</i>	His Majesty....	Nov. 17, 1925	Government purposes.	1 00
Windsor— Parcel of land and right of way.	Thomas B. Akins & Susan A. Akins.	His Majesty....	May 29, 1925	Government purposes.	1,800 00
<i>New Brunswick</i>					
Chipman (Parish)— Certain lot of land.....	Laura Mungall.....	His Majesty....	Dec. 11, 1925	Public building site.	500 00
Courtenay Bay— Release of all claims re. damages in filling in.	The Grand Trunk Pacific Development Co., Ltd.	His Majesty....	Jan. 19, 1926	.....	.....
Escuminac— Land containing 53-100 of an acre.	Harrison T. Smith and Annie W. Smith.	His Majesty....	Aug. 17, 1925	Government purposes.	100 00
Grand Harbour (Ingall's Head)— Land containing 1.6 acres.....	Willard A. Ingalls, <i>et uz.</i>	His Majesty....	Aug. 31, 1925	Government purposes.	350 00
Moncton— Certain parcel of land.....	John W. McManus...	His Majesty....	Sept. 9, 1925	Public building site.	1 00
Nelson (Parish)— Land containing 0.115 of an acre.	Frank Verriker <i>et uz.</i>	His Majesty....	Oct. 31, 1925	Government purposes.	500 00
Petit Rocher— Portion (5,000 sq. ft.) of right of way of abandoned wharf.	Department of Railways and Canals.	Public Works Department.	Sept. 26, 1925	Approach to wharf.	Transferred by Order in Council.
Port Elgin— Certain lot of land.....	Notice of expropriation (S.C. Hayward's Sons Limited.)	His Majesty....	Feb. 12, 1926	Public building site.	



STATEMENT No 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926.—*Continued*

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>New Brunswick—Concluded</i>					
Shediac— Parcel of land and premises on south side of Main street.	His Majesty.....	Alphonse T. Le Blanc.	May 7, 1925	In exchange for other lands.	Grant.
St. John— Land on western side of harbour containing 1.35 acres	The City of St. John	His Majesty....	June 4, 1925	Government purposes.	\$ 1 00
St. John— Wharf property 16,135 sq. ft....	His Majesty.....	City of St. John	June 17, 1925	In exchange for other lands.	Grant.
<i>Quebec</i>					
Father Point (Parish)— Part of range 1 of the Seigniori Lessard.	David McWilliams <i>et al.</i>	His Majesty....	Mar. 22, 1926	Government purposes.	600 00
Kenogami— Part of lots 24-121 and 24-122...	Joseph O. Lacroix..	His Majesty....	Dec. 23, 1925	Government purposes.	5,800 00
Limoilou— Lot 205, subdivision No. 508, official cadastre of St. Roch-Nord de Québec.	Aurèle Lamontagne.	His Majesty....	Jan. 8, 1926	Government purposes.	2,000 00
Lot 206, subdivision No. 508, official cadastre of St. Roch-Nord de Québec.	Joseph A. Lamontagne.	His Majesty....	Jan. 8, 1926	Government purposes.	2,000 00
Lot 207, subdivision No. 508, official cadastre of St. Roch-Nord de Québec.	Irénée Jolin.....	His Majesty....	Jan. 8, 1926	Government purposes.	2,000 00
Lots 208, 209 and 210, subdivision No. 508, official cadastre of St. Roch-Nord de Québec.	Comte Henri Visart de Bocarmé.	His Majesty....	Feb. 16, 1926	Government purposes.	6,000 00
Malbaie— Right of way connecting wharf with public highway.	His Majesty.....	Municipality of Malbaie, P.Q.	Sept. 24, 1925	.....	Free grant.
Maniwaki— Lots 81 and 83, area 41-100 acre.	J. Olivier Hubert..	His Majesty....	Aug. 22, 1925	Government purposes.	1,500 00
Mount Laurier— Lot 708 and part of lots 709 and 712.	Bernadette Lafontaine, wife of the late Melchior Forget.	His Majesty....	Dec. 7, 1925	Government purposes.	3,500 00
Notre-Dame des Graces— Deed of Rectification <i>re.</i> part of lots 168 and 169.	Ernest R. Décary..	His Majesty....	Oct. 1, 1925	.....	.....
Port-au-Persil— Lot 34 of official cadastre of St. Siméon.	Rosalie McLaren <i>et al.</i>	His Majesty....	July 8, 1925	Government purposes.	500 00
Port-au-Saumon— Certain beach and water lot at mouth of Port-au-Saumon River.	Provincial Government of Quebec.	Dominion Government of Canada.	Mar. 24, 1926	Wharf site.....	Free Grant.
Ste. Pétronille— Lots 235, 234 and part of 233, at Ste. Pétronille, I.O.	La Compagnie Maritime et Industrielle de Lévis.	His Majesty....	June 26, 1925	Government purposes.	31,303 73
Ville-Marie— Lot 478 in connection with construction of dam—Release of all claims <i>re.</i> damages.	Celestin Amesse....	His Majesty....	Mar. 11, 1926	Government purposes.	150 00
Waterloo— Lots 460-2, 470-1 and part of lot 469-1.	Hormidas Forand <i>et uz.</i>	His Majesty....	Nov. 27, 1925	Government purposes.	3,650 00
<i>Ontario</i>					
Leamington— Lots 9 to 13, north side of Melrose avenue.	Certificate of title..	His Majesty....	Dec. 22, 1925	Warehouse site.....	.....
Lots 9 to 13, north side of Melrose avenue.	George Gascoyne <i>et uz.</i>	His Majesty....	Feb. 12, 1926	Government purposes.	2,500 00
Mitchell's Bay— Mud Creek Shooting Club property.	A. L. Malone, T. B. Greening, J. F. Michie, James Douglas, W. S. Greening and The Mud Creek Shooting Club.	His Majesty....	April 23, 1925	<i>Re</i> Minutes of settlement in connection with expropriation.	.....
Mud Creek Shooting Club property.	Malone, Malone & Montgomery.	His Majesty....	June 18, 1925	<i>Re</i> Settlement of claim.	1,200 00

STATEMENT No 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926.—*Continued*

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>Ontario—Concluded</i>					
McGregor's Creek— Release of all claimers' damages in connection with dredging and building of revetment wall.	T. H. Taylor & Co., Ltd.	His Majesty....	May 7, 1925		
New Liskeard— Certain lands in connection with Timiskaming dam.	His Majesty.....	Municipal Corporation of the Town of New Liskeard.	Sept. 10, 1925	Re Settlement of claim.	Free grant.
North Marysburgh— Part of northerly part of lot 22 in First Concession, Bayside.	Frank Connor.....	His Majesty....	Aug. 11, 1925	Government purposes	\$ 1 00
Ottawa— Release of lease of "Vimy Building and Annex."	Vimy Realty Company.	His Majesty....	Sept. 1, 1925		
Owen Sound— Release of all claims re damages to lands in connection with dredging lot 13.	The Municipal Corporation of the City of Owen Sound, Ont.	His Majesty....	May 7, 1925	Government purposes.	1 00
Part of lot 13 containing 103,561 sq. ft.	The Municipal Corporation of the City of Owen Sound.	His Majesty....	May 9, 1925	Government purposes.	1 00
Port Arthur— Portion of water lot parcel 1135.	Certificate of ownership.	His Majesty....	June 5, 1925	Government purposes.	
Port Colborne— Land containing 0.25 acre.....	Notice of expropriation.	His Majesty....	April 22, 1925	Post Office.....	
Stouffville— Village lot 1 containing 6,123½ sq. ft.	Susie Hoover wife of Levi B. Hoover.	His Majesty....	Sept. 8, 1925	Public building.....	2,000 00
Toronto— Casualty Clearing Station property.	His Majesty.....	Suydam Realty Co., Ltd.	May 1, 1925	Private enterprise..	87,500 00
Lot 14 and the westerly 10 ft. of lot 13, Casualty Clearing Station property.	His Majesty.....	John B. Schneider.	July, 1925.....	Private enterprise..	Grant under Suydam Realty Co., agreement.
The easterly 40 ft. of lot 13, Rosedale Heights drive, Casualty Clearing Station property.	His Majesty.....	Suydam Realty Co., Ltd., per William R. Kay.	Sept. 1, 1925	Private enterprise..	Grant under Suydam Realty Co., agreement.
Lot 11 and the easterly 2 ft. 6 inches of lot 12, Rosedale Heights drive, Casualty Clearing Station property.	His Majesty.....	Suydam Realty Co., Ltd., per Ralph Hoare.	Sept. 1, 1925	Private enterprise..	Grant under Suydam Realty Co., agreement.
Westerly 47 ft. 6 inches of lot 12, Rosedale Heights drive, Casualty Clearing Station property.	His Majesty.....	Suydam Realty Co., Ltd. per James A. Gordon & Frederick J. Gordon	Sept. 1, 1925	Private enterprise..	Grant under Suydam Realty Co., agreement.
Lots 6 and 7, Rosedale Heights drive, Casualty Clearing Station property.	His Majesty.....	Suydam Realty Co., Ltd. per Herbert W. Blakely and Ernest J. Hunter.	Oct. 26, 1925	Private enterprise..	Grant under Suydam Realty Co., agreement.
Westerly 40 ft. of lot 18.....	Edith Seldom.....	His Majesty....	Oct. 31, 1925	Government purposes.	6,000 00
Part of lot 20 in 2nd Concession from the Bay, Township of York.	Annie Dobson.....	His Majesty....	Oct. 31, 1925	Government purposes.	11,250 00
Southerly 150 ft. of lot 3, Rosedale Heights drive, Casualty Clearing Station property.	His Majesty.....	Suydam Realty Co., Ltd. per Canadian National Realities, Ltd.	Dec. 19, 1925	Private enterprise..	Grant under Suydam Realty Co., agreement.
Part of lot 7 and part of Ridge drive adjoining part of lot 8 and parts of lots 3, 4 and 5, Casualty Clearing Station property.	His Majesty.....	Suydam Realty Co., Ltd. per The Corporation of the City of Toronto.	Dec. 19, 1925	Public street.....	Free grant.
Part of lot N on south side of Dundas street.	The Municipal Corporation of the Town of Trenton.	His Majesty....	Oct. 9, 1925	Government purposes.	13,100 00



STATEMENT No 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926.—*Continued*

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>Manitoba</i>					
Lac du Bonnet— Certain lands to be used for wharf site.	Department of Interior.	Department of Public Works.	July 29, 1925	Wharf site.....	Transfer by Order in Council.
Portage La Prairie— Certain property in connection with sewer outfall extension.	His Majesty.....	Corporation of the City of Portage La Prairie.	July 18, 1925	Extension of sewer..	Grant pursuant to agreement.
<i>British Columbia</i>					
Alberni— Telephone line and cross-arms between Cameron Lake and the E. and N. Railway crossing.	His Majesty.....	British Columbia Telephone Co.	Aug. 5, 1925	Public utility.....	Agreement to operate.
Haney— Land containing 0.097 acre of lot 398, group 1.	Fred Dankert.....	His Majesty....	Oct. 31, 1925	Wharf site.....	\$ 3,000 00
Jeune Landing— Part of district lot 188 containing 0.8 acre, Rupert district.	Certificate of Title (Coast Copper Co. Ltd.)	His Majesty....	April 15, 1925	Wharf site.....	Free transfer.
Merville— Pole line and cross-arms carrying telegraph circuit between Merville and Campbell river.	His Majesty.....	British Columbia Telephone Co.	Aug. 10, 1925	Public utility.....	Agreement to operate.
Riondel— Land for wharf, lot No. 11408..	Provincial Government of British Columbia.	Dominion Government of Canada.	Mar. 11, 1926	Wharf site.....	Order in Council re reserve.
William Head— Land for laying pipe through sections 32 and 33, Metchosin district.	Gavin F. Weir.....	His Majesty....	Nov. 3, 1925	Government purposes.	35 00
Right of way through sections 32 and 33 Metchosin district.	Gavin F. Weir.....	His Majesty....	Nov. 3, 1925	Government purposes.	95 00
Right of way through section 34, Metchosin district.	Gavin F. Weir, Gordon A. Weir & Mrs. Ethel J. E. Chambers.	His Majesty....	Nov. 3, 1925	Government purposes.	30 00
Land for laying pipe through section 34, Metchosin district.	Gavin F. Weir, Gordon A. Weir & Mrs. Ethel J. E. Chambers.	His Majesty....	Nov. 3, 1925	Government purposes.	10 00
Land for laying pipe through section 35, Metchosin district.	Gavin F. Weir, Gordon A. Weir & Mrs. Ethel J. E. Chambers.	His Majesty....	Nov. 3, 1925	Government purposes.	5 00
<i>Dredges, Vessels and Plant</i>					
"Cadeco No. 2"— Bill of Sale with Certificate of Registry of Dump Scow.	Matthews & Scott Co., Ltd.	His Majesty....	June 20, 1925	Government purposes.	9,500 00
"Cadeco No. 3"— Bill of Sale with Certificate of Registry of Dump Scow.	Matthews & Scott Co., Ltd.	His Majesty....	June 20, 1925	Government purposes.	9,500 00
Dredge P.W.D. No. 118— Bill of Sale.....	His Majesty.....	P. M. Fleming..	Mar. 24, 1926	Private enterprise...	150 00
Tug "Dora"— Bill of Sale.....	His Majesty.....	P. M. Fleming..	Mar. 24, 1926	Private enterprise..	150 00

STATEMENT No 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926.—*Concluded*

THE FOLLOWING ITEMS WERE RECEIVED TOO LATE FOR INSERTION IN  
LAST YEAR'S ANNUAL REPORT 1924-1925

Place and Description of Property	Vendor	Purchaser	Date of Conveyance	For What Purpose	Price
<i>Nova Scotia</i>					
Lakevale— Quit claim re. parcels of land situate on the beach separating South lake from St. George bay.	John A. McDougall.	His Majesty....	Aug. 7, 1911	Government purposes.	\$ 225 00
Windsor— Certain lot of land.....	Notice of expropriation.	His Majesty....	Dec. 18, 1924	Extension to wharf..	.....
Certain lot of land.....	Notice of expropriation.	His Majesty....	Dec. 18, 1924	Wharf site.....	.....
Broad Cove Marsh— Land containing 1.9 acre.....	Donald J. MacLeod.	His Majesty....	Feb. 16, 1925	Government purposes.	300 00
<i>New Brunswick</i>					
St. John— Land on western side of harbour containing 16,800 sq. ft.....	The city of St. John, N.B.	His Majesty....	Dec. 7, 1923	Government purposes.	1 00
Shediac— Release of all claims re. purchase of property for post office.	Alphonse LeBlanc...	His Majesty....	Jan. 26, 1925	Site for post office..	.....
<i>Ontario</i>					
Port Arthur— Parts of water lot.....	James Stewart <i>et ux.</i>	His Majesty....	May 3, 1923	Government purposes.	1 00
Parts of water lot.....	The N. Bawlf Grain Co., Ltd.	His Majesty....	May 3, 1923	Government purposes.	1 00
Grant of portion of water lot V. P. formerly in the township of McIntyre.	The Corporation of City of Port Arthur and The Board of Park Management of City of Port Arthur.	His Majesty....	June 19, 1923	Government purposes.	1 00
Quit claim deed of strip of land covered with water extending from the water line to the harbour line.	The Corporation of City of Port Arthur, Ont.	His Majesty....	Sept. 10, 1923	Government purposes.	.....
Certificate of Search as to Title Parcel 1924.	Certificate of Search	His Majesty....	Oct. 25, 1923	Government purposes.	.....
Quit claim deed re. correction of description in former deed of strip of land covered with water extending from water line to harbour line.	The Corporation of City of Port Arthur, Ont.	His Majesty....	Oct. 15, 1924	Government purposes.	.....
Grant of two strips of land being portions of water lot 5P.	United Grain Growers, Ltd.	His Majesty....	Oct. 25, 1924	Government purposes.	1 00
Toronto— Patent re water lot "B" lying north of new western channel and water lot "C", Old Western Channel.	His Majesty.....	Toronto Harbour Commissioners.	May 30, 1927	Government purposes.	.....
<i>Alberta</i>					
Chipewyan Settlement— Water lot on shore of lake Athabaska and fronting on lot 17.	Department of Interior.	Department of Public Works.	Mar. 13, 1925	Government purposes.	Order in Council transferring control.



STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Nova Scotia</i>					
Halifax— Space on ground and first floors of building at 14 Prince street.	E. F. Stevens.....	His Majesty....	April 3, 1925. Term: 3 years from Dec. 1, 1924.	Department of Trade and Commerce.	\$1,350 per annum.
"Bauld Building" less two upper floors at foot of George street.	Henry G. Bauld and The Royal Trust Co.	His Majesty....	Sept. 15, 1925. Term: 3 years from Jan. 1, 1925, with option of renewal.	Department of Health.	\$1,800.00 per annum.
Third floor of building at corner George and Barrington streets	Cragg Bros., Limited.	His Majesty....	Feb. 1, 1926. Term: 5 years from Oct. 15, 1925.	Department of Marine and Fisheries.	\$1,350.00 per annum.
Shelburne— Room No. 205 in Dominion public building.	His Majesty.....	Maritime Telegraph & Telephone Co., Ltd.	June 28, 1925. Term: 3 years from Jan. 1, 1925.	Private enterprise.	\$144.00 per annum.
Sydney Mines— Parcel of land required for armoury.	Edward A. McDonald.	His Majesty....	July 14, 1925. Term: 1 year from July 1, 1925.	Department of National Defence.	\$600.00 per annum.
Truro— Three rooms on second floor of C.N.R. station.	Canadian National Railway Company.	His Majesty....	Mar. 13, 1926. Term: 1 year from April 1, 1924 and thereafter during pleasure.	Department of Agriculture.	\$1,020.00 per annum.
<i>New Brunswick</i>					
Bathurst— Room in building on west side of Murray street.	Bathurst Hockey & Skating, Ltd.	His Majesty....	June 30, 1925. Term: 5 years from June 1, 1925.	Department of National Defence.	\$120.00 per annum.
Edmundston— License to lay and maintain two pipe lines across International Bridge between Edmundston, N.B., and Madawaska, Me.	His Majesty.....	Fraser Companies, Ltd.	Nov. 1, 1925. Term: During pleasure.	Private enterprise.	\$500.00 per annum.
License to use and occupy certain Crown land.	His Majesty.....	J. Léon Thériault.	Mar. 20, 1926. Term: During pleasure.	Private enterprise.	Free.
Moncton— Ground floor (less 776 sq. ft.) of "Wilbur Building".	Flewelling Wilbur...	His Majesty....	Aug. 27, 1925. Term: 2 years from Aug. 1, 1925.	Department of Customs and Excise.	\$2,340.00 per annum.
Perth— One room on ground floor of building on east side of Main street.	Murchie L. Stewart.	His Majesty....	April 25, 1925. Term: 3 years from Jan. 1, 1925.	Department of National Defence.	\$120.00 per annum.
Sackville— First and second floors of wooden building on west side of Crescent street.	Charles W. Fawcett and Herbert M. Wood.	His Majesty....	Dec. 18, 1925. Term: 1 year from July 1, 1925.	Department of National Defence.	\$300.00 per annum.
St. John— Ground floor of building on Newman street.	Samuel J. Holder...	His Majesty....	April 6, 1925. Term: 1 year from Mar. 16, 1925, with option of renewal.	Department of Marine and Fisheries.	\$180.00 per annum.
Third floor of "Furlong Building".	Joseph D. Maher...	His Majesty....	April 21, 1925. Term: 1 year from May 1, 1925.	Department of National Defence.	\$1,260.00 per annum.
Frame building and storage buildings on Albion street.	The Eastern Trust Co., agent for J. L. McAvity.	His Majesty....	April 29, 1925. Term: 1 year from April 1, 1925, with option of renewal.	Department of Soldiers' Civil Re-establishment.	\$1,100.00 per annum.
Portion (80 sq. ft.) of mail storage room in C.N.R. Station.	Canadian National Railway Co.	His Majesty....	Feb. 1, 1926. Term: 1 year from Oct. 1, 1925.	Post office.....	\$120.00 per annum.
<i>Quebec</i>					
Compton— Room on west side of ground floor of Town Hall.	Corporation of the Village of Compton.	His Majesty....	Aug. 28, 1925. Term: 5 years from June 1, 1925, with option of renewal.	Post Office.....	\$180.00 per annum.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Quebec—Concluded</i>					
Ile St. Christophe— Portion of ile St. Christophe at outlet of river St. Maurice, near city of Three Rivers, containing 20 acres, more or less.	His Majesty.....	St. Maurice Paper Co., Ltd.	July 1, 1925. Term: 25 years from July 1, 1925.	Private enterprise.	\$200.00 per annum.
Outremont— Part of ground floor of building known as "Stratheona Academy".	Outremont Board of Protestant School Trustees.	His Majesty....	June 1, 1925. Term: 1 year from May 1, 1925.	Government purposes.	\$480.00 per annum.
Maisonnette— Basement and first floor of building at 116 Letourneau street.	J. Léon Patenaude..	His Majesty....	April 17, 1925. Term: 1 month from May 1, 1925 and thereafter from month to month.	Post Office.....	\$75.00 per month.
Montreal— Store on ground floor and portion of basement of building at 1124-1126 Laurier avenue, west.	Jean B. Pélouquin....	His Majesty....	April 20, 1925. Term: 1 year from April 1, 1925	Post Office.....	\$2,340.00 with additional amount of \$364 per year for janitor service.
Building at 1398 Notre-Dame street, east.	The Montreal City and District Savings Bank.	His Majesty....	Feb. 3, 1926. Term: 1 year from Dec. 31, 1925.	Department of National Defence.	\$1,500.00 per annum.
Room No. 409 in "St. Nicholas Building", 3 St. Nicholas street.	Stanley B. Coristine, Executor of Estate of James Coristine.	His Majesty....	Mar. 25, 1926. Term: 3 years from May 1, 1926.	Department of Trade and Commerce.	\$313.00 per annum.
Sherbrooke— Four offices and vault on third floor in "Olivier Block".	Jacob Nicol.....	His Majesty....	April 8, 1925. Term: 1 year from May 1, 1925.	Department of Soldiers' Settlement Board.	\$1,400.00 per annum.
Thetford Mines— Lot 183 with buildings thereon.	O'Donnell & Morissette, Ltd., per Trustees in Bankruptcy.	His Majesty....	Aug. 31, 1925. Term: 99 years from May 19, 1925.	Department of National Defence.	\$2,000.00 per annum.
Westmount— Drill hall.....	Westmount Armoury Association.	His Majesty....	May 15, 1926. Term: 20 years from date of occupation.	Department of National Defence.	\$13,000 per annum.
<i>Ontario</i>					
Belleville— Two stores and two rooms in building at 27-29 Campbell street.	Daniel V. Doyle....	His Majesty....	April 21, 1925. Term: 1 year from June 1, 1925.	Department of Customs and Excise.	\$1,826.72 per annum.
Store on ground floor in building at 33 Campbell street.	Daniel V. Doyle....	His Majesty....	Sept. 15, 1925. Term: 2 years from June 1, 1925.	Department of Trade and Commerce.	\$470.00 per annum.
Caledonia— Front part of one storey building on lot 16, Caithness street.	Milen F. Culp.....	His Majesty....	Aug. 15, 1925. Term: 3 years from Mar. 1, 1925, renewable.	Department of National Defence.	\$180.00 per annum.
Chapleau— Ground floor and vault in "Old Royal Bank Building" Young Street.	Joseph A. Bernier...	His Majesty....	Dec. 4, 1925. Term: 5 years from Oct. 1, 1925, with option of renewal.	Post Office.....	\$540.00 per annum.
Cornwall— Space in "Collegiate Institute Building".	Collegiate Institute Board of Cornwall.	His Majesty....	Mar. 22, 1926. Term: 1 year from Jan. 2, 1926.	Department of National Defence.	\$400.00 per annum.
Dunnville— Second floor of building on south side of Lock street.	John P. Harrison & Margaret P. Harrison, Executors of Harrison Estate.	His Majesty....	June 17, 1925. Term: 3 years from Mar. 1, 1925.	Department of National Defence.	\$240.00 per annum.
Grimsby— Part of second floor of "Independent Block."	James A. Livingston	His Majesty....	June 20, 1925. Term: 3 years from June 1, 1925, with option to renew.	Department of National Defence.	\$354.00 per annum.



STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
Ontario—Continued					
Hamilton— Portion of station building.....	Canadian National Railway Co.	His Majesty....	May 1, 1925. Term: 5 years from March 20, 1925.	Post Office.....	\$150.00 per annum.
Space on second, third, fourth floors and basement in building at 16-22 King street, east.	Executors of John Lennox Estate.	His Majesty....	Jan. 20, 1926. Term: 5 years from March 1, 1926.	Department of Customs and Excise.	\$7,500.00 per annum.
Huntsville— Space in public building, when constructed on part of lot A.	The Municipality of Huntsville.	His Majesty....	Jan. 6, 1926. Term: During pleasure from date of occupation.	Post Office.....	Crown to pay rental in proportion to cost of building.
Kingston— Space on first floor of "Bibby Building."	Herbert D. Bibby..	His Majesty....	April 25, 1925 Term: 1 year from April 1, 1925.	Department of Customs and Excise.	\$1,500.00 per annum.
Kitchener— Part of ground floor with use of basement in "Auditorium Block."	Berlin Rink and Auditorium Co., Ltd.	His Majesty....	June 11, 1925. Term: 1 year from July 14, 1925.	Department of Customs and Excise.	\$1,800.00 per annum.
Store on ground floor in "Walper Block", King Street.	Joseph Zuber, Sr....	His Majesty....	Dec. 29, 1925. Term: 6 months from Sept. 1, 1925, with option of renewal.	Post Office.....	\$3,197.27 per annum.
London— Portion of C.N.R. station.....	Canadian National Railway Co.	His Majesty....	June 16, 1925. Term: 5 years from July 2, 1925.	Post Office.....	\$210.00 per annum.
Ottawa— First, second, third and fourth floors less rooms Nos. 411 and 414 in "Trafalgar Building."	John C. Brennan....	His Majesty....	April 9, 1925. Term: 3 years from May 1, 1925.	Government purposes.	\$16,880.60 per annum.
Seven floors, etc. in "Transportation Building".	C. Jackson Booth....	His Majesty....	April 25, 1925. Term: 2 years from March 1, 1924.	Government purposes.	\$42,474.84 per annum.
Second and third floors of "Duford Building."	Mrs. Annie Charleston and Jean B. Duford.	His Majesty....	June 24, 1925 Term: From June 8, 1925 to Feb. 1, 1929.	Department of Justice.	\$7,225.00 per annum.
Imperial Garage, 268 Sparks St.	Thomas D. McFarlane.	His Majesty....	June 29, 1925. Term: 1 year from May 1, 1925.	Department of National Defence.	\$6,116.76 per annum.
First, second, fourth and fifth floors and portion of basement of "Robinson Building."	Dr. J. S. McKay and The Toronto General Trust Corporation.	His Majesty....	Aug. 13, 1925. Term: 3 years from June 18, 1925.	Government purposes.	\$15,600.40 per annum.
License to lay an underground conduit in rear of "Langevin Block."	His Majesty.....	The Bell Telephone Co., of Canada.	Aug. 28, 1925. Term: During pleasure.	Private enterprise.	\$1.00 per annum.
Building at 105 Murray street..	McDougal's Limited	His Majesty....	Oct. 1, 1925. Term: 5 years from Oct. 1, 1925.	Printing Bureau.	\$2,390.00 per annum.
Second, third, fourth, fifth, sixth and seventh floors of "Carling Building."	The Sovereign Realty Company.	His Majesty....	Oct. 28, 1925. Term: 5 years from July 1, 1925.	Department of Interior.	\$15,000.00 per annum.
Second, third and fourth floors of "MacDougal Building."	Builders Sales Limited.	His Majesty....	Nov. 23, 1925 Term: 5 years from Oct. 21, 1925, with option of renewal.	Department of Marine and Fisheries.	\$7,233.45 per annum.
Building at 358 Frank street, together with building adjoining at rear, also stable and garage and use of 10 ft. driveway.	J. Thorp Blyth.....	His Majesty....	Nov. 27, 1925. Term: 2 years from Oct. 1, 1925, with option of renewal.	Department of Mines.	\$3,600.00 per annum.
"Vimy Building and Annex."	Vimy Realty Co., Ltd.	His Majesty....	Dec. 4, 1925. Term: 5 years from Sept. 1, 1925.	Department of Interior.	\$16,000.00 per annum.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Ontario—Concluded</i>					
<i>Ottawa—Concluded</i>					
First, second, third and fourth floors together with basement in "Motor Building", Sparks street.	Robert L. Blackburn and Russell Blackburn.	His Majesty....	Dec. 23, 1925. Term: 3 years from Nov. 1, 1925.	Department of Interior.	\$15,393.00 per annum.
"Imperial Garage" at 268 Sparks street.	Thomas D. McFarlane.	His Majesty....	Jan. 9, 1926. Term: 3 years from May 1, 1926.	Department of National Defence.	\$6,116.76 per annum.
<i>Owen Sound—</i>					
Stone house on lot 1 corner of West and Frost streets.	Mary E. Traynor...	His Majesty....	Dec. 14, 1925. Term: 5 years from Jan. 1, 1926.	Department of National Defence.	\$720.00 per annum.
<i>Pictou—</i>					
Front room on second floor of building on lot 938, south side of Main street.	William A. Dayton.	His Majesty....	Aug. 22, 1925. Term: 1 year from Sept. 1, 1925.	Department of Trade and Commerce.	\$72.00 per annum.
<i>Port Credit—</i>					
"I.O.O.F. Hall".....	Independent Order of Oddfellows No. 385.	His Majesty....	May 4, 1925. Term: 2 years from Mar. 28, 1925.	Department of National Defence.	\$300.00 per annum.
<i>Sault Ste. Marie—</i>					
Building at 118-120 Brook street	Kirstin-Hase Co., Ltd.	His Majesty....	Sept. 29, 1925. Term: 3 years from April 1, 1925, with option of renewal.	Department of National Defence.	\$1,920.00 per annum.
<i>Scows Nos. 14 and 15—</i>					
Two Government scows.....	His Majesty.....	J. P. Porter, Standifer and Porter Bros.	April 9, 1925. Term: 4 months from April 11, 1925, subject to renewal.	Private enterprise.	\$227.50 per week for each scow.
Two Government scows.....	His Majesty.....	Roger Miller & Sons, Ltd.	Dec. 14, 1925. Term: From date when taken over until return to Toronto.	Private enterprise.	\$227.50 per scow per week.
<i>St. Catharines—</i>					
Rooms 31 and 32 on third floor of "Bank of Nova Scotia Building."	Bank of Nova Scotia	His Majesty....	Sept. 26, 1925. Term: 1 year from July 2, 1925.	Department of Finance.	\$1,000.00 per annum.
<i>Stouffville—</i>					
Portion of ground floor in "Ratcliff Block."	James H. Ratcliff...	His Majesty....	June 13, 1925. Term: 1 year from July 1, 1925.	Post Office.....	\$350.00 per annum.
<i>Toronto—</i>					
Ground floor and basement in building on southwest corner of Bloor and Markham streets	Alexander Mullia....	His Majesty....	July 24, 1925. Term: 1 year from Aug. 1, 1925.	Post Office.....	\$2,400.00 per annum.
Four lower floors and basement of premises at 54 and 56 Wellington street and second, third, fourth and fifth floors of 52 Wellington street.	J. Henry Peters Co., Ltd.	His Majesty....	Aug. 25, 1925. Term: 1 year from March 1, 1925, with option of renewal.	Government purposes.	\$21,600.00 per annum.
Part of ground floor in building at corner of Danforth and Carlaw avenues.	Harry Lucas.....	His Majesty....	Sept. 22, 1925. Term: 5 years from Sept. 1, 1925.	Post Office....	\$3,300.00 per annum.
Ground floor and part of basement of building at 1018 St. Clair avenue.	Samuel Alexander & Louis N. Phippen.	His Majesty....	Sept. 24, 1925. Term: 3 years from June 7, 1925.	Post Office....	\$2,400.00 per annum.
Parts of lots 23 and 24. Agreement to execute and deliver lease when date of occupation is determined.	Navy League of Canada.	His Majesty....	Oct. 26, 1925. Term: from date of occupation.	Government purposes	\$1,500.00 per annum.
<i>Windsor—</i>					
Boathouse on lot 3 at west end of public wharf site.	His Majesty.....	Ernest Sharon..	Nov. 9, 1925. Term: 1 year from Nov. 9, 1925.	Private enterprise.	\$5.00 per month.



STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Manitoba</i>					
Carberry— Space in two storey building on lot 7, block 42. Renewal of lease No. 14339.	Reginald J. Marvin.	His Majesty....	Jan. 2, 1926. Term: 2 years from Oct. 1, 1925.	Department of Interior.	\$216.00 per annum.
Melita— Space on ground floor of building on lot 18, block 4. Renewal of lease No. 13257.	Melita Lodge No. 20, I.O.O.F.	His Majesty....	Dec. 21, 1925. Term: 1 year from April 1, 1926.	Post Office.....	\$400.00 per per annum.
St. Boniface— Frame building on lot 1, consisting of portion of Parish lot 91.	The Rat Portage Lumber Co., Ltd.	His Majesty....	May 5, 1925. Term: 1 year from Mar. 20, 1925.	Department of National Defence.	\$1,500.00 per annum.
St. James Parish— "Deer Lodge Hotel".....	John S. Vassar, Administrator of Estate of late R. J. MacKenzie.	His Majesty....	April 1, 1925. Term: 1 year from May 1, 1925, with option of renewal.	Department of Soldiers' Civil Re-establishment.	\$1,800.00 per annum.
Victoria Beach— Five cottages, Nos. 1, 2, 3, 4 and 12 on lots 16, 17 and 15.	Victoria Beach Co., Ltd.	His Majesty....	May 29, 1925. Term: From April 1, 1925 to Nov. 1, 1925.	Department of National Defence.	\$650.00 for term.
Winnipeg— Space on second and third floors of "Tribune Building."	The Tribune Publishing Co., Ltd.	His Majesty....	April 21, 1925. Term: 1 year from April 30, 1925.	Department of Customs and Excise.	\$12,162.00 per annum.
Room 505 on fifth floor in "Canada Building."	Allan Bronfman....	His Majesty....	May 14, 1925. Term: 1 year from May 1, 1925.	Department of Labour.	\$780.00 per annum.
Building at 267 Maryland St...	The Northern Canadian Mortgage Co. Ltd.	His Majesty....	June 23, 1925. Term: 1 year from June 30, 1925, with option of renewal.	Department of National Defence.	\$4,800.00 per annum.
Space on sixth floor in "Canada Building."	Allan Bronfman....	His Majesty....	Sept. 17, 1925. Term: 1 year from Sept. 1, 1925.	Department of Soldiers' Civil Re-establishment.	\$5,400.00 per annum.
Space in basement in "New Union Station."	Canadian National Railway Co.	His Majesty....	Oct. 9, 1925. Term: 3 years from Sept. 1, 1925.	Post Office.....	\$1,284.00 per annum.
Space in "Enderton Building." Renewal of lease No. 14534.	Enderton Investment Co., Ltd.	His Majesty....	Dec. 30, 1925. Term: 1 year from May 1, 1925.	Soldiers' Settlement Board.	\$4,000.00 per annum.
Frame building at 220 Hampton street.	John A. Short.....	His Majesty....	Mar. 18, 1926. Term: 1 month from Dec. 1, 1925, and thereafter from month to month.	Department of National Defence.	\$50.00 per month.
Two buildings and shed on Winnipeg avenue.	The Western Steel Products, Ltd....	His Majesty....	Mar. 18, 1926. Term: 3 years from Dec. 29 1925.	Department of National Defence.	\$7,200.00 per annum.
<i>Saskatchewan</i>					
Assiniboia— Space in Canadian Pacific Railway's Telegraph office and power for telegraph line.	Canadian Pacific Railway Co.	His Majesty....	Sept. 15, 1925. Term: during pleasure.	Government purposes.	\$25.00 per month.
Biggar— Building on lot 5, block 16.....	William G. Dunbar	His Majesty....	Sept. 15, 1925. Term: 1 year from Aug. 1, 1925.	Department of National Defence.	\$180.00 per annum.
Fort Qu'Appelle— Buildings on lot 12, north side of Broadway street.	Town Hall Co.....	His Majesty....	Mar. 26, 1926. Term: 1 year from Feb. 2, 1926.	Department of National Defence.	\$180.00 per annum.
Kindersley— Part of ground floor in building on Second avenue, west.	Kindersley Lodge No. 86, A.F. & A.M.	His Majesty....	June 13, 1925. Term: 2 years from July 1, 1925.	Department of National Defence.	\$300.00 per annum.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Continued*

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Saskatchewan—Concluded</i>					
Maple Creek— Easterly part of north half of lot 18 on westerly side Jasper street containing 1,750 sq. ft. License to use and occupy.	His Majesty.....	Major Walsh Chapter of the Imperial Order Daughters of the Empire.	Mar. 13, 1926. Term: During pleasure.	Erection of a war memorial	Free.
Melville— One storey building on lots 11 and 12, Third avenue.	Meyer Waldman....	His Majesty....	Feb. 5, 1926. Term: 5 years from Dec. 1, 1925.	Post Office....	\$1,350.00 per annum.
Regina— Additional 3,046 sq. ft. at end of C.P.R. station, also 1,400 sq. ft. of additional space, free of charge. Space (34 sq. ft.) in rear of building at corner Eleventh avenue and Lorne street.	The Canadian Pacific Ry. Co.  The Saskatchewan Mortgage & Trust Corporation, Ltd.	His Majesty....  His Majesty....	Dec. 31, 1925. Term: 5 years from Dec. 9, 1925.  Mar. 8, 1926. Term: 1 year from Jan. 1, 1926 with option of renewal.	Post Office....  Department of National Defence.	\$4,569.00 per annum.  \$780.00 per annum.
Space in rear part of first floor of "G.W.V.A. Building."	Great War Veterans' Association.	His Majesty....	Mar. 11, 1926. Term: 1 year from Nov. 1, 1925.	Department of Trade and Commerce.	\$1,078.00 per annum.
Part of basement in building at corner of Albert street and Eleventh avenue.	Saskatchewan Co-operative Creameries, Ltd.	His Majesty....	Mar. 20, 1926. Term: 1 year from Feb. 1, 1926.	Department of National Defence.	\$900.00 per annum.
Saskatoon— Third floor of "Connaught Block," also southerly 10 feet of lot 19, block 152.	Frederick A. Blain..	His Majesty....	July 25, 1925. Term: 1 year from July 1, 1925.	Soldiers' Settlement Board.	\$4,512.00 per annum.
Suites Nos. 601-602 and 606-607 in "Canada Building."	The Imperial Canadian Trust Co.	His Majesty....	Dec. 14, 1925. Term: 1 year from Sept. 20, 1925.	Post Office....	\$3,242.40 per annum.
Room No. 201 in "Connaught Building." Renewal of lease No. 14396.	Frederick A. Blain..	His Majesty....	Dec. 24, 1925. Term: 1 year from Oct. 22, 1925.	Department of Interior.	\$384.00 per annum.
Three rooms in building on lots 24 and 25, block 156. Renewal of lease No. 14376.	John H. Cameron....	His Majesty....	Dec. 31, 1925. Term: 1 year from Nov. 1, 1925.	Department of Trade and Commerce.	\$1,320.00 per annum.
Room 513 in "Canada Building."	The Imperial Canadian Trust Co.	His Majesty....	Feb. 3, 1926. Term: 1 year from Nov. 1, 1925.	Post Office....	\$717.75 per annum.
Room 514 in "Canada Building."	The Imperial Canadian Trust Co.	His Majesty....	Feb. 3, 1926. Term: 1 year from Nov. 16, 1925.	Post Office....	\$300.00 per annum.
Swift Current— Room on first floor of building at corner of Railway and First avenue, east.	Archibald Galbraith.	His Majesty....	Dec. 1, 1925. Term: 6 months from Nov. 1, 1925.	Department of Interior.	\$25.00 per month.
Two rooms in basement of "Lyric Theatre," Central avenue.	General Financial Corp of Canada.	His Majesty....	Mar. 26, 1926. Term: 1 year from Jan. 1, 1926.	Department of National Defence	\$600.00 per annum.
Weyburn— One storey frame building on lot 4 west side of Fifth St.	City of Weyburn, Sask.	His Majesty....	June 9, 1925. Term: 1 year from June 10, 1925.	Department of National Defence.	\$600.00 per annum.
<i>Alberta</i>					
Calgary— Building at 1115 Eighth avenue.	Incorporated Synod of the Diocese of Huron.	His Majesty....	April 1, 1925. Term: 2 years from April 1, 1925.	Department of National Defence.	\$900.00 per annum.
Rooms 610, 611, 612, 613, 614 and 615 on sixth floor of "Lancaster Building".	James S. Mackie....	His Majesty....	Aug. 27, 1925. Term: 1 year from May 1, 1925.	Department of Trade and Commerce.	\$1,901.62 per annum.
Agreement for lease of space in "Blow Building".	Thos. H. Blow.....	His Majesty....	Dec. 4, 1925. Term: 10 years from Sept. 1, 1926	Department of Soldiers' Civil Re-establishment.	\$17,404.00 per annum.



STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1925, to March 31, 1926—*Concluded*

Place and Description of Property	Lessor	Lessee	Date and Duration of Lease	For what Purpose	Rental
<i>Alberta—Concluded</i>					
Calgary— <i>Concluded</i> Basement in "Hickman Block"	Bartholomew O. Wright.	His Majesty....	Mar. 20, 1926. Term: From Nov. 1, 1925, to June 1, 1926.	Department of Interior.	\$40.00 per month.
Clareholm— Ground floor, less one room, in "Great War Veterans' Association Building".	Trustees Great War Veterans' Association.	His Majesty	Dec. 15, 1925. Term: 3 years from June 30, 1925, with option of renewal.	Department of National Defence.	\$180.00 per annum.
Edmonton— Rooms 201 and 202 on first floor and 80 sq. ft. on ground floor in "Alexander Block".	George Pheasey and Charles C. Batson.	His Majesty....	May 16, 1925. Term: 1 year from Mar. 31, 1925.	Department of Trade and Commerce.	\$540.00 per annum.
Third and fourth floors of building at 9905 Jasper avenue.	Blowey-Henry Co..	His Majesty....	Feb. 20, 1926. Term: From Jan. 1, 1926, to Aug. 1, 1929.	Department of Interior.	\$7,150.00 per annum.
Lethbridge— Brick garage at corner Sixth avenue and Sixth street.	Mrs. Margaret Henderson.	His Majesty....	April 29, 1925. Term: 2 years from April 30, 1925.	Department of National Defence.	\$1,800.00 per annum.
Nanton— Room in "Rex Theatre Building", Shaw street.	James Cuthbertson.	His Majesty....	Dec. 14, 1925. Term: 3 years from May 15, 1925.	Department of National Defence.	\$150.00 per annum.
Redcliff— Ground floor and basement of building on lot 36, block 86.	Harold O. Wheeler.	His Majesty....	May 1, 1925. Term: 1 year from June 1, 1925.	Department of National Defence.	\$240.00 per annum.
<i>British Columbia</i>					
Esquimalt (Constance Cove)— Water lot containing 0.23 acres at Esquimalt.	His Majesty.....	Yarrows, Ltd...	May 27, 1925. Term: 10 years from May 1, 1925.	Private enterprise.	\$100.00 per annum.
Esquimalt District— Part of suburban lots 52 and 53, section 21, containing 1 acre.	Yarrows, Ltd.....	His Majesty....	July 15, 1925. Term: 7 months from July 15, 1925.	Government purposes.	\$1.00 for term.
Kerrisdale— Three stores in building Nos. 2140 2142 2144 Forty-first avenue.	Kerrisdale Masonic Hall, Ltd.	His Majesty....	June 11, 1925. Term: 3 years from May 1, 1925.	Post Office.....	\$1,800.00 per annum.
Mission City— One storey building on lot 21, block 81.	Mission City Athletic Association.	His Majesty....	May 30, 1925. Term: 1 year from May 1, 1925.	Department of National Defence.	\$300.00 per annum.
Penticton— First floor of two storey building on lot 2, block 15, Main street.	John Power, sole trustee of Masonic Syndicate.	His Majesty....	Sept. 21, 1925. Term: 1 month from May 15, 1925, and thereafter from month to month.	Department of National Defence.	\$25.00 per month.
Powell River— Portion of foreshore adjoining the approach to public wharf.	His Majesty.....	George E. McFall.	April 14, 1925. Term: 15 years from April 14, 1925.	Private enterprise.	\$50.00 per annum.
Prince Rupert— Space in basement of building at 219 Second avenue. Renewal of lease No. 14511.	Stanley E. Parker..	His Majesty....	Feb. 26, 1926. Term: 2 years from April 1, 1926.	Department of National Defence.	\$360.00 per annum.
Revelstoke— Rooms Nos. 1, 2, 4 and 5 in building on lots 15 and 16, MacKenzie avenue.	The Canadian Bank of Commerce.	His Majesty....	June 30, 1925. Term: 1 month from April 1, 1925, and thereafter from month to month.	Department of Interior.	\$75.00 per month.
Vancouver— Upper floor and basement in building at southwest corner of Pender and Howe streets.	Frederick S. Rivers.	His Majesty....	Oct. 6, 1925. Term: 3 years from April 1, 1925.	Department of National Defence.	\$3,300.00 per annum.
Two stores on ground floor of building at 1046-1048 Commercial drive.	John A. Campbell..	His Majesty....	Mar. 30, 1926. Term: 5 years from Jan. 1, 1926.	Post Office.....	\$1,800.00 per annum.

## THE NATIONAL GALLERY OF CANADA

**Eric Brown, Director**

The work of the National Gallery of Canada has been actively continued along the same definite lines as in previous years, with considerable progress toward the threefold objects of the institution. These are, first, to build up in Ottawa a thoroughly representative and important collection of both modern and ancient works of art; secondly, to aid in "the encouragement and cultivation of correct artistic taste" in Canada; and thirdly, to foster the production of art in Canada and to make Canadian art known and appreciated both at home and abroad.

Although the appropriation for National Gallery purposes during the year remained at \$75,000, the first function was carried out to the limit of the available funds and several notable works were acquired. It is to be noted that the whole sum available for purchases does not equal the price of an important "old master" at present prices and under ordinary conditions, and it was only by being in a position to take advantage of unusual circumstances that the National Gallery was able to acquire several of the important works listed.

The method of purchasing Canadian works for the national collection has been considerably improved. Formerly it has been the custom for a small committee of the Board of Trustees to make selections from each individual exhibition as it occurred. The practice now is for a committee of the board, with the director, to visit all recognized exhibitions and from them select what is deemed the best work. These selections are invited to a special exhibition held in Ottawa once a year, and from which the purchases for the National Gallery are carefully chosen by the full board. In addition to other obvious advantages of this method of procedure, the plan furnishes Ottawa with a fine and representative exhibition of current Canadian art, which it is hoped may later be made available for other cities.

The system of loan exhibitions has been continued as in the past, and it is noted that several centres are beginning to construct or plan suitable art galleries and showing other tangible evidences of a growing artistic consciousness. An important collection of contemporary British painting was brought together in England by the National Gallery, and after being exhibited in Ottawa was shown in Montreal, Toronto and Winnipeg. It is proposed to extend this work in the future so that Canada will receive exhibitions of the best current foreign works of art from time to time.

Numerous lectures have been given during the year, both in Ottawa and elsewhere. A system of written lectures, illustrated by from forty to fifty good lantern slides, has been inaugurated. These lectures are available for points where personal lecturing is impracticable. They are supplied free and are proving an important factor in the spread of authentic art information.

As related in last year's report, one of the most valuable works carried out by the National Gallery was the management of the Canadian Section of Fine Arts at the British Empire Exhibition. The tour of the provincial galleries of England, which was inaugurated in November, 1924, was concluded in April, 1925, and a special selection of Canadian pictures, twenty-five in number, chosen by the Belgian Government, was sent to Ghent as part of the British representation in the International Exhibition held there. This is a notable honour for Canadian artists and is an index of the high esteem in which Cana-



dian art is held abroad, as the British section consisted of only 125 pictures, of which twenty-five were Canadian works, no other British dominion having been invited to participate.

The National Gallery again undertook the collection and management of the 1925 Canadian Art Section at Wembley. The response of Canadian artists was even more satisfactory than on the previous occasion, and a better and more homogeneous exhibition, which received uniformly favourable comment by the London critics, was the result. As was the case last year, the Canadian exhibition was invited to be exhibited in a number of the principal galleries throughout England and has already been shown in London, York and Rochdale and will be exhibited also in Bradford, Manchester and Sheffield. As a direct result of these exhibitions conducted by the National Gallery, Canadian artists have been invited to exhibit at the International Exhibition in Pittsburg, at Los Angeles and Philadelphia, and to participate in other significant foreign exhibitions.

The following are the principal accessions made during the year:—

#### OIL PAINTINGS

Christ with Angels . . . . .	Paulo Veronese (1528-1588).
Portrait of Mary Nevill . . . . .	Hans Eworth (Flemish) 16th Century.
Portrait of a Gentleman . . . . .	Sebastiano del Piombo (1485-1547).
Portrait of an Old Woman . . . . .	Peter Paul Rubens (1577-1640).
Baptism of Christ . . . . .	Attributed to Benedetto Castiglione (1616-1670).
Young Canadian Girl . . . . .	Gertrude des Clayes.
Afternoon Sun, Lake Superior . . . . .	Lawren Harris.
March . . . . .	Mabel Lockerby.
St. Anthony's Harbour, Nfld . . . . .	F. H. McGillivray, A.R.C.A.
Suzy . . . . .	Edwin H. Holgate.
Nudes . . . . .	Regina Seiden.
Leaping Caribou . . . . .	Arthur Heming.
How We Travelled . . . . .	Arthur Heming.
Quebec from Levis . . . . .	Robert H. Pilot, A.R.C.A.
The Village . . . . .	Mabel May, A.R.C.A.
Point Levis, Quebec . . . . .	Kathleen Morris.
Wolf Crossing a Lake . . . . .	Frank Hennessey.
The Mountain . . . . .	Harold Beament.
Noontime in the Hills . . . . .	A. H. Robinson, R.C.A.
September Gale . . . . .	Arthur Lismer, A.R.C.A.
Summer Landscape . . . . .	A. J. Casson.
Anna . . . . .	Lilias T. Newton, A.R.C.A.
Early Spring, Quebec . . . . .	A. Y. Jackson, R.C.A.
San Frediano Gate, Florence . . . . .	Emily Coonan.
Baron Byng of Vimy . . . . .	John S. Sargent, R.A. (1852-1925).
Rt. Hon. Augustine Birrell, P.C. . . . .	Ambrose McEvoy, A.R.A.
Venetian Girl . . . . .	J. W. Morrice, R.C.A. (1864-1924).
La Bretonne . . . . .	J. W. Morrice, R.C.A. (1864-1924).
The Market . . . . .	J. W. Morrice, R.C.A. (1864-1924).
Twelve panels . . . . .	J. W. Morrice, R.C.A. (1864-1924).
Nine sketches . . . . .	J. W. Morrice, R.C.A. (1864-1924).

#### WATER COLOURS AND PASTELS

The Toilet (Pastel) . . . . .	Henry Tonks.
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#### SCULPTURE

Caughnawaga Women (bronze) . . . . .	Aurèle de Foy Suzor-Coté, R.C.A.
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## PRINTS AND DRAWINGS

"Liber Studiorum" (88 prints) . . . . .	J. M. W. Turner.
Christ at Emmaus . . . . .	Rembrandt van Rijn.
The Large Lion Hunt . . . . .	Rembrandt van Rijn.
The Standard Bearer . . . . .	Hendrich Goltzius.
Josse de Momper . . . . .	Anthony Van Dyck.
The Virgin Receiving the Annunciation . . . . .	Martin Schongauer.
Covent Garden . . . . .	Thomas Rowlandson.
Whitechapel Turnpike . . . . .	Thomas Rowlandson.

Loan exhibitions were sent to the following points:—

Halifax, N.S. . . . .	Nova Scotia College of Art (25 pictures).
Fort William, Ont. . . . .	The Public Library (18 pictures).
Guelph, Ont. . . . .	Ontario Agricultural College (20 pictures).
London, Ont. . . . .	Western Fairs Association (18 pictures).
Napanee, Ont. . . . .	The Collegiate Institute (21 pictures).
Stratford, Ont. . . . .	The Public Library (18 pictures).
Walkerville, Ont. . . . .	Willistead Library (20 pictures).
Winnipeg, Man. . . . .	Winnipeg Art Gallery (20 pictures).
Moose Jaw, Sask. . . . .	The Public Library (18 pictures).
Edmonton, Alta. . . . .	Edmonton Art Museum (23 pictures).
New Westminster, B.C. . . . .	Provincial Exhibition (23 pictures).
Prince Rupert, B.C. . . . .	Northern B.C. Agricultural and Industrial Association (20 pictures).
Victoria, B.C. . . . .	Islands Arts and Crafts Society (20 pictures).

## FINANCIAL STATEMENT

Amount of appropriation . . . . .	\$75,000 00	
Accessions . . . . .		\$53,247 14
Salaries and wages . . . . .		6,042 35
General maintenance . . . . .		14,807 51
Unexpended . . . . .		903 00
	<hr/>	<hr/>
	\$75,000 00	\$75,000 00









DOMINION OF CANADA

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ANNUAL REPORT  
OF THE  
DEPARTMENT OF RAILWAYS  
AND CANALS

For the Fiscal Year from April 1, 1925,  
to March 31, 1926

Submitted in accordance with the provisions of the Revised Statutes of Canada, Chapter 35.  
Section 33



OTTAWA  
F. A. ACLAND  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1926

GOVERNMENT OF CANADA

ANNUAL REPORT

DEPARTMENT OF RAILWAYS  
AND CANALS

For the Fiscal Year 1907-1908  
as March 31, 1908



Printed by the Queen's Printer, Ottawa, 1908.



*To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B.,  
G.C.M.G., M.V.O., Governor General and Commander in Chief of the  
Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the fiscal year ending March 31, 1926.

C. A. DUNNING,  
*Minister of Railways and Canals.*

## TABLE OF CONTENTS

	PAGE
1. Report of the Deputy Minister.....	5
2. Annual report of Canadian National System.....	19
3. Annual report of Canadian Government Railways, separately shown..	51
4. Annual report of Central Vermont Railway.....	60
5. Tabular summary of work and expenditures on Canadian National branch lines.....	66
6. Annual report of departmental accountant.....	67
7. Annual report of Chief Engineer on state of canals.....	89



# REPORT

## OF THE

# DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR ENDED MARCH 31, 1926

To the Hon. C. A. DUNNING,  
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the annual report of the Department of Railways and Canals for the fiscal year ended March 31, 1926. It is necessary to point out that those portions of the report which deal with the operating results of Canadian National Railways are for the calendar year 1925. The report of the separately-operated Central Vermont Railway, controlled by the Canadian National, is also for the calendar year, but the report of the departmental accountant and the report of the chief engineer of the department are for the federal fiscal year. The report of the Commissioner of Highways, requiring more general distribution throughout the various provinces, is again separately printed.

### MILEAGE AT DECEMBER 31, 1925

The report of the Canadian National Railways deals with the operating results of system mileage only, the net profit or loss of separately-operated properties being included in the Canadian National Income Statement. The statistics of rail line operation, the statement of tonnage carried and all averages also have to do with system steam mileage only. This system mileage was 21,872.19 at December 31, 1924. At December 31, 1925, it had grown to 22,191.77 miles, an increase of 319.58 miles. This increase is made up as follows:—

	Miles
Net increase in owned lines.....	564.82
Net increase in trackage rights.....	57.23
<b>Total.....</b>	<b>592.05</b>
Net decrease in leased lines.....	272.47
<b>Total net increase.....</b>	<b>319.58</b>

The variation in regional mileage during the year was as follows:—

	Miles
Net increase Atlantic Region.....	8.10
Net increase Western Region.....	334.70
<b>Total.....</b>	<b>342.80</b>
Net decrease Central Region.....	23.22
<b>Total net increase.....</b>	<b>319.58</b>

The decrease in the Central Region is accounted for by the abandonment of parallel trackage in Ontario laid down under private ownership. The increase in the Western Region represents added mileage due to the second of the three-year branch line construction program authorized by Parliament two years ago. During 1925 \$6,743,164.83 was expended on these extensions under the following heads:—

	Miles
Grading.....	166.6
Track-laying.....	355.0
Ballasting.....	238.5

A detailed statement of the work done and expenditures made on these projects is included in the departmental report.

In addition to the 22,191.77 miles of first main track, the system includes 1,260.84 miles of second main track. A summary of first main track by regions and districts is as follows:—

Atlantic Region.....	Miles	2,811-93
Central Region—	Miles	
Quebec District.....	1,994-89	
Montreal District.....	1,575-31	
Northern Ontario District.....	2,145-73	
Southwestern Ontario District.....	1,930-09	
Grand Trunk Western lines.....		7,646 02
Western Region—		991-69
Manitoba District.....	3,910 92	
Saskatchewan District.....	3,283-25	
Alberta District.....	2,100-99	
British Columbia District.....	1,446 97	
		10,742-13
Total system steam mileage.....		22,191-77

#### Separately-operated controlled lines:—

STEAM		Miles
Central Vermont Railway.....		493-02
Thousand Island Railway.....		6-00
ELECTRIC		
Canadian National Electric Railways—		
Toronto Suburban Division.....		56-86
Niagara, St. Catharines and Toronto Railway.....		62-99
Montreal and Southern Counties Railway.....		57-29
Oshawa Railway.....		9-98
Total mileage, all lines.....		22,877-91

#### OPERATING RESULTS, 1925

During the first six months of 1925 there was nothing to indicate that the year would prove the banner year to date of Canadian National operation. During the first half of the year operating results failed to equal those of the previous year. During the last half of the year there was marked improvement in business with consequent increase in traffic, economies instituted by the management resulted in noticeable reduction in expenditures and, in addition, the Dominion was blessed by a bountiful harvest. As a result, the net revenue from railway operations (including Central Vermont) was \$33,370,135.56, compared with \$18,326,876.44 in 1924, while the total income applicable to fixed charges was \$30,855,386.94, compared with \$15,001,534.50 the previous year. The fixed charges were \$73,122,906.65, of which \$40,966,558.73 was interest due the public. The railways were thus able to supply three-quarters of the interest due the public, which now has invested \$931,329,302.74 in the National Railway system proper. In expectation of greater requirements during the year, Parliament, in the estimate for 1925-26, had voted \$50,000,000 on railway account, only ten millions of which were actually required. Interest charges due the Government amounted to \$31,450,381.89 for 1925. These the railways were unable to provide and, following the usual practice in dealing with this account, the amount was added to the debt of the railway due the Government. At December 31, 1925, this Dominion of Canada account stood as follows:—

Funded debt unmatured.....	\$	33,048,000 00
Grand Trunk Pacific Receiver's certificates.....		53,768,865 94
Loans from Dominion of Canada.....		485,868,669 13
Total.....	\$	572,685,535 07
Interest on above accrued, but unpaid.....		161,861,502 98
Appropriations account, Canadian Government Railways.....		453,935,303 43
Total.....	\$	1,188,482,341 48



Interest is not accrued on the one hundred and sixty-one millions of unpaid interest, nor on appropriations account, Canadian Government Railways, which were built by the Dominion of Canada as public works.

The total deficit, all lines, was \$42,267,519.71 for 1925, compared with \$55,757,481.73 in 1924, and notwithstanding an increase of \$2,363,890.42 in fixed charges. This does not mean that the Government was obliged to provide forty-two million dollars on deficit account for 1925. As already indicated, more than thirty-one millions of the deficit was interest due the Government which, remaining unpaid, was added to the debt of the National Railways to the Government. Nor is the amount of the deficit the sum total of the increase in the debt of the Canadian National Railway system during 1925. The increase in long-term debt of the railways during the year was \$63,630,126.52. Of this increase \$17,416,219.94 was in the debt due the public chargeable largely to branch line construction and expenditures connected with the Toronto Viaduct scheme, and \$46,213,906.58 in debt due the Government, of which more than thirty-one millions represented the book-keeping charge of interest already referred to.

The following is a statement of income account of Canadian National Railways, including the Central Vermont, for the years ended December 31, 1925, and 1924. For convenience, the operation of Canadian National lines in Canada and in the United States are separately shown:—

## GROSS OPERATING REVENUE

	1925	1924
Lines in Canada.....	\$ 208,218,920 82	\$ 201,224,493 13
Lines in United States.....	36,752,281 79	34,363,689 42
Total Canadian National Railways.....	\$ 244,971,202 61	\$ 235,588,182 55
Central Vermont Railway.....	8,463,639 14	8,380,752 39
Total.....	<u>\$ 253,434,841 75</u>	<u>\$ 243,968,934 94</u>

## GROSS OPERATING EXPENSES

Lines in Canada.....	\$ 184,373,201 44	\$ 189,460,403 90
Lines in United States.....	28,333,586 38	28,883,527 17
Total Canadian National Railways.....	\$ 212,706,787 82	\$ 218,343,931 07
Central Vermont Railway.....	7,357,918 37	7,298,127 43
Total.....	<u>\$ 220,064,706 19</u>	<u>\$ 225,642,058 50</u>

## NET REVENUE OR DEFICIT FROM RAILWAY OPERATIONS

Lines in Canada.....	\$ 23,845,719 38	\$ 11,764,089 23
Lines in United States.....	8,418,695 41	5,480,162 25
Total Canadian National Railways.....	\$ 32,264,414 79	\$ 17,244,251 48
Central Vermont Railway.....	1,105,720 77	1,082,624 96
Total.....	<u>\$ 33,370,135 56</u>	<u>\$ 18,326,876 44</u>

## TAX ACCRUALS, UNCOLLECTABLE REVENUES AND MISCELLANEOUS OPERATIONS

Lines in Canada.....	\$ 3,048,206 96	\$ 3,471,164 64
Lines in United States.....	1,338,865 14	1,538,069 82
Total Canadian National Railways.....	\$ 4,387,072 10	\$ 5,009,234 46
Central Vermont Railway.....	238,665 04	230,656 79
Total.....	<u>\$ 4,625,737 14</u>	<u>\$ 5,239,891 25</u>

## DEPARTMENT OF RAILWAYS AND CANALS

## TOTAL OPERATING INCOME OR DEFICIT

	1925	1924
Lines in Canada.....	\$ 20,797,512 42	\$ 8,292,924 59
Lines in United States.....	7,079,830 27	3,942,092 43
Total Canadian National Railways.....	\$ 27,877,342 69	\$ 12,235,017 02
Central Vermont Railway.....	867,055 73	851,968 17
Total.....	\$ 28,744,398 42	\$ 13,086,985 19

## NON-OPERATING INCOME OR CHARGES NET

Lines in Canada.....	\$ 9,119,271 05	\$ 9,298,130 99
Lines in United States.....	6,552,760 93	6,760,820 09
Total Canadian National Railways.....	\$ 2,566,510 12	\$ 2,537,310 90
Central Vermont Railway.....	455,621 60	822,761 59
Total.....	\$ 2,110,988 52	\$ 1,914,549 31

## TOTAL INCOME OR DEFICIT BEFORE FIXED CHARGES

Lines in Canada.....	\$ 29,916,783 47	\$ 17,591,055 58
Lines in United States.....	527,069 34	2,818,727 06
Total Canadian National Railways.....	\$ 30,443,852 81	\$ 14,772,327 92
Central Vermont Railway.....	411,534 13	229,206 58
Total.....	\$ 30,855,386 94	\$ 15,001,534 50

## FIXED CHARGES

Lines in Canada—		
Interest due public.....	\$ 39,539,506 95	\$ 37,459,173 25
Interest due Government.....	31,450,381 89	31,271,043 00
	\$ 70,989,888 84	\$ 68,730,216 25
Lines in United States—		
Interest due public.....	898,728 39	902,530 89
Canadian National Railways.....	\$ 71,888,617 23	\$ 69,632,747 14
Central Vermont Railway due public.....	528,323 39	538,922 04
Central Vermont Railway due Canadian National Railways.....	705,966 03	587,347 05
	\$ 1,234,289 42	\$ 1,126,269 09
Total Canadian National Railway and Central Vermont Railway.....	\$ 73,122,906 65	\$ 70,759,016 23

## TOTAL DEFICIT

Lines in Canada.....	\$ 41,073,105 37	\$ 51,139,160 67
Lines in United States.....	371,669 09	3,721,258 55
Total Canadian National Railways.....	\$ 41,444,764 42	\$ 54,860,419 22
Central Vermont Railway.....	822,755 29	897,062 51
Total deficit.....	\$ 42,267,519 71	\$ 55,757,481 73

## CONTINUED IMPROVEMENT

In last year's report, attention was drawn to the marked improvement in National Railway results over a five-year period. It is now possible to add the more pronounced improvement of 1925, which carries with it the expectation that 1926 may find the Canadian National management in position to pay all interest charges due the public from its own earnings, which would mean that for the first time it will have been possible to meet such charges without borrowing from either the Government or the public for interest purposes. The improve-



ment already of record, though gradual, is definite and substantial and may be seen in a number of directions. For instance, during the fiscal year 1921-22 it was necessary to provide \$183,821,395.92 on Canadian National Railway account; in 1925-26 the requirement of the Government was ten million dollars. One reason for the comparative smallness of the latter sum is the fact that the borrowing for branch line construction and Toronto terminal and Viaduct financing fell within the previous federal fiscal year, though within the railway calendar year. But to take the comparisons on a calendar-year basis does not detract from the improved showing. Thus during 1920 the additions to the funded and unfunded debt of the railways amounted to \$145,644,048, of which sum \$14,346,831 was unpaid Government interest and \$131,297,217 other debt. In 1925 the additions to the funded and unfunded debt of the railways amounted to \$63,376,998, of which \$31,450,381 was interest due the Government and \$31,926,617 actual outlay. The improvement of 1925 over 1920 from the standpoint of cash expenditure reflected in the addition to the railway debt was, therefore, one hundred million dollars. During the calendar year 1920 there was an operating deficit of \$34,532,701.76; during 1925 there was an operating surplus (system lines) of \$32,264,414.79, an improvement of sixty-six millions. During that period the increase in fixed charges was \$26,486,467.26, or forty millions less than the improvement in operating results. The average annual increase in operating earnings during the past five years was \$13,359,423.31, while the average annual increase in fixed charges during that period was \$5,297,293.45. Viewed from another angle, the increase in fixed charges in 1921 over 1920 was \$10,040,646.04; the increase in 1925 over 1924 was \$2,255,870.09, or less than one-quarter of the increase of five years previous. The fear expressed in some quarters that the growth of fixed charges would be so rapid and so great as to swamp the National Railways and make improvement impossible has not materialized.

The total deficit (after all charges) which in 1920 was \$80,478,828, had fallen to \$41,444,764.42 in 1925. And of the latter sum, as already explained, \$31,450,381 was a book-keeping charge of interest due the Government, which now controls the properties against which the loans carrying these interest charges were advanced. Six years ago, when the total deficit was eighty millions, the item of Government interest was only \$14,346,831. Exclusive of this book-keeping item of Government interest the total deficit of 1920 would have been sixty-six millions, as contrasted with ten millions in 1925.

Attention was called by a Special Committee of the Senate, during 1925, to the fact that the increase in Canadian National Railway obligations during the last six years had averaged \$100,000,000 annually, and the report in question stated that there was no assurance that, under the present system, this expenditure would materially decrease in the near future. During the last six years the increase in the funded and unfunded debt of the National Railways has amounted to \$636,655,760.21. But of this sum \$153,105,854 consisted of interest due the Government and added to the railway debt. It does not represent actual expenditure, is a book-keeping entry only, and rendered necessary by the rigid requirements of railway accounting. Apart from this Government interest, the increase in railway debt during the last six years amounted to \$483,096,636. But that sum includes all capital requirements and thus represents much more than deficits. No less than \$265,068,560 has, during the period in question, gone into the actual improvement of the property by new construction, betterments, property acquisitions and new equipment. Instead of one hundred millions, the increase in funded and unfunded debt of the National Railways during 1925 was, as already stated, a matter of \$31,926,617 when stripped of the book-keeping item of unpaid Government interest.

## DEPARTMENT OF RAILWAYS AND CANALS

## FIGURES WHICH REFLECT IMPROVING RESULTS

The foregoing constitutes a summarization of the following statistical tables which will doubtless be of interest to students of the National Railway situation:—

## OPERATING RESULTS

	\$	cts.
Calendar year 1920—Deficit.....	34,532,701	76
Calendar year 1921—Deficit.....	11,543,577	69
Calendar year 1922—Surplus.....	2,886,711	55
Calendar year 1923—Surplus.....	20,430,649	08
Calendar year 1924—Surplus.....	17,244,251	48
Calendar year 1925—Surplus.....	32,264,414	79

## TOTAL DEFICIT AFTER ALL CHARGES—CALENDAR YEARS

	\$	cts.
1920.....	30,478,828	00
1921.....	69,866,585	00
1922.....	57,960,097	78
1923.....	51,697,674	94
1924.....	54,860,419	22
1925.....	41,444,764	42

Grand total deficit..... 356,308,369 36

## INCREASE IN FUNDED AND UNFUNDED DEBT

Calendar Year	Debt due Public	Debt due Government (including interest)	Total
	\$ cts.	\$ cts.	\$ cts.
1920.....	19,419,237 62	126,224,810 58	145,644,048 20
1921.....	10,278,767 98	122,642,486 83	132,921,254 81
1922 (Dec.).....	26,326,305 07	85,654,123 70	59,327,818 63
1923.....	18,595,912 04	97,437,273 96	116,033,186 00
1924.....	90,814,026 70	28,085,159 35	118,899,186 05
1925.....	17,416,219 94	46,213,906 58	63,630,126 52
Totals.....	130,197,859 21	506,457,901 00	636,655,760 21

## ADDITIONS TO FUNDED AND UNFUNDED DEBT

Calendar Year	Government Interest	Other Debt	Total Increase
	\$ cts.	\$ cts.	\$ cts.
1920.....	14,346,831 00	131,297,217 00	145,644,048 00
1921.....	20,966,781 00	111,954,473 00	132,921,254 00
1922.....	24,912,875 00	34,414,943 00	59,327,818 00
1923.....	30,157,943 00	85,875,243 00	116,033,186 00
1924.....	31,271,043 00	87,628,143 00	118,899,186 00
1925.....	31,450,381 00	31,926,617 00	63,376,998 00
	153,105,854 00	483,096,636 00	636,202,490 00

## GROWTH OF FIXED CHARGES

Calendar Year	Interest due Public	Interest due Government	Total Interest Charges
	\$ cts.	\$ cts.	\$ cts.
1920.....	31,055,318 28	14,346,831 69	45,402,149 97
1921.....	34,476,014 02	20,966,781 99	55,442,796 01
1922.....	34,652,324 38	24,912,875 88	59,565,200 26
1923.....	35,041,380 28	30,157,943 67	65,199,323 95
1924.....	38,361,704 14	31,271,043 00	69,632,747 14
1925.....	40,438,235 34	31,450,381 89	71,888,617 23
	214,024,976 44	153,105,858 12	367,130,834 56



Comparison of annual increase of operating earnings as compared with annual increase of fixed charges:—

Calendar Years	Annual Increase in Operating Earnings	Annual Increase in Fixed Charges	Due Public	Due Government
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1921 over 1920.....	22,989,124 07	10,040,646 04	3,420,695 74	6,619,950 30
1922 " 1921.....	14,430,289 24	4,122,404 25	176,310 36	3,946,093 89
1923 " 1922.....	17,543,937 53	5,634,123 69	382,055 90	5,245,067 79
1924 " 1923.....	3,186,397 60	4,433,423 19	3,320,323 86	1,113,099 33
1925 " 1924.....	15,020,163 31	2,255,870 09	2,076,531 20	179,338 89
Total.....	66,797,116 55	26,486,467 26	9,382,917 06	17,103,550 20
Average.....	13,359,423 31	5,297,293 45	1,876,583 41	3,420,710 04

#### EXPENDITURES ON INVESTMENT ACCOUNT

Improvement of Canadian National Railway property by new construction, betterments, property acquisitions and new equipment:—

	Total	Dominion Loans	Dominion Guarantees	Direct Railway Financing
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1920-21.....	87,464,922 30	60,464,922 30		27,000,000 00
1921-22.....	33,651,509 39	29,748,478 74	3,903,030 65	
1922-23.....	21,343,131 26	21,343,131 26		
1923-24.....	63,658,749 22	7,943,457 18	55,715,292 04	
1924-25.....	38,316,981 77	5,321,302 65	23,620,679 12	9,375,000 00
1924-25.....	*18,000,000 00		18,000,000 00	
1925-26.....	2,633,266 13	2,633,266 13		
	265,068,560 07	127,454,558 26	101,239,001 81	36,375,000 00

\*For branch lines construction and Toronto Terminals.

#### LONG-TERM DEBT

The long-term debt of the Canadian National Railways appears on the balance sheet presentation as \$2,119,811,644.22. This sum consists of \$931,-329,302.74 funded debt unmatured due the public, and \$1,188,482,341.48 representing Dominion of Canada account. This latter item requires a word or two of explanation. Included as a liability to the Dominion is the sum of \$453,-935,303.43 which Canada has invested in the former Canadian Government Railways, such as the Intercolonial, the Prince Edward Island Railway, the Transcontinental and eastern branch lines, Hudson Bay Railway, Quebec Bridge, etc. This money was supplied for purposes of construction or purchase of these properties and is not a liability in the sense of money owing by the National Railways to the Dominion. The item is set up as an offset to the ledger value of these properties on the asset side of the balance sheet. The actual indebtedness of the railways on Dominion of Canada account consists of loans amounting to \$572,685,535.07 advanced to the Canadian Northern, the Grand Trunk and Grand Trunk Pacific largely under private ownership, and \$161,861,502.98 of interest accrued and unpaid, and, in consequence, charged into the debt of the railways. This item of interest alone amounted to more than thirty-one millions in 1925, and constituted the largest single item in the addition to the railway debt of that year.

#### GRAND TRUNK AND GRAND TRUNK PACIFIC REQUIREMENTS

Of the \$572,685,535.07 actually advanced by Canada to December 31, 1925, and held against the properties now in control of the Government, it is of interest to note that \$118,582,182.33 has been advanced on Grand Trunk account since acquisition. That sum is by no means all the outlay the acquisi-

tion of the Grand Trunk has entailed upon the Dominion since the road was taken over. In addition to the direct cash aid referred to, \$74,899,157 has been provided by guarantee and \$12,000,000 for equipment, also \$7,000,000 on account of Toronto Terminals, an original Grand Trunk obligation. The foregoing cash requirements total \$212,481,339. It will be recalled that the par value of the preference and common shares of Grand Trunk stock, which an agreed board of arbitrators found of no value at date of taking over, was \$180,000,000. There is no desire to under-estimate the importance of the Grand Trunk to the Canadian National system. It is only fair, however, to point out that the financial requirements of the Grand Trunk, since acquisition, have justified the finding of the arbitrators as to the condition of the property and its requirements. It should be added that the loans and advances already referred to are entirely aside and apart from the \$216,000,000 of Grand Trunk debentures and guaranteed stock, the interest on which amounting to about nine millions a year, has been guaranteed in perpetuity by the Dominion.

Included in the five hundred and seventy-two million item also is the sum of \$127,862,716.59 which the Dominion has been required to find on account of the Grand Trunk Pacific, which was a Grand Trunk project. This includes borrowings prior to the abandonment of the property by its sponsors; it includes, also, \$53,768,865.94 advanced under Receiver's certificates since the Government undertook the operation of the property in the interests of the districts served. Included also is the sum of \$20,506,493.55 advanced to pay guaranteed interest

#### ASSISTANCE TO CANADIAN NORTHERN

The requirements of the former Canadian Northern lines are also included in the five hundred and seventy-two millions advanced on Dominion of Canada account. Those have amounted to \$326,240,636.15, not including the ten millions paid the proprietors for the common stock. While the amount of the loans is great, it is not out of proportion when it is remembered that the mileage of the former Canadian Northern system was 9,995 miles, or twice the mileage of the former Grand Trunk system and more than three times the mileage of the Grand Trunk Pacific. Including the ten millions paid for Canadian Northern common stock, and the thirty-three millions necessary to buy in Grand Trunk Pacific bonds which the Dominion otherwise would have been obliged to implement to par on a public sale, and also including an item of eight millions odd voted under advances to Canadian National Railways and utilized for requirements of Canadian Government Railways, it has been necessary for the Dominion to provide six hundred and one millions on railway account to March 31, 1926. The uses to which these moneys have been applied are matters of public interest, hence the inclusion with this report of the following statement showing the allocation of the loans to operating deficits, interest requirements, refunding and retiring, capital expenditures and to working capital:—

	Total	Chargeable to				
		Canadian National Railway Company	Canadian Northern Railway	Grand Trunk Railway	Grand Trunk Pacific	Canadian Government Railways
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Operating deficits.....	55,269,684 39		23,810,869 22	1,877,047 59	30,595,524 56	1,018,766 96
Interest.....	186,872,514 20	5,468,300 86	121,144,730 33	29,055,222 48	31,204,260 53	
Refunding and retiring.....	108,334,685 22	1,898,433 01	53,721,326 10	52,714,926 11		
Capital expenditure.....	179,352,204 66	2,633,266 13	124,376,243 94	16,832,947 36	25,775,443 22	9,734,304 01
Working capital.....	28,528,993 66		3,187,466 56	18,102,038 82	7,239,488 28	
Total Loans.....	558,358,082 13	10,000,000 00	326,240,636 15	118,582,182 33	94,814,716 59	8,720,547 06
Purchase of bonds.....	33,048,000 00				33,048,000 00	
Purchase of stock.....	10,000,000 00		10,000,000 00			
	601,406,082 13	10,000,000 00	336,240,636 15	118,582,182 33	127,862,716 59	8,720,547 06



## GUARANTEES

The funded debt, unmatured, held by the public amounts to \$931,329,302.74, of which roughly two-thirds, or \$674,947,283.77, is guaranteed. Of this last-named sum \$581,372,903.51 is guaranteed by the Dominion and the balance, \$93,574,380.26, by the several provinces, as follows: Ontario, \$7,859,997.59; Manitoba, \$24,389,892.18; Saskatchewan, \$17,904,061.99; Alberta, \$18,394,427.37; British Columbia, \$25,026,001.13.

The issues which are guaranteed, as well as the unguaranteed, may be found set out in the schedule of funded debt in the report of the Canadian National Railways included in this publication. Generally speaking, the issues guaranteed by the provinces had to do with the Canadian Northern and Grand Trunk Pacific Railways. These guarantees have, in effect, been assumed by the Dominion.

## SIMPLIFIED FINANCIAL STRUCTURE NECESSARY

The outstanding need of the Canadian National system is the development of a simplified financial structure and the adoption of a capitalization reasonably commensurate with the earning powers of the railways. It is a vast and complicated problem which is receiving the earnest attention of those best qualified to deal with it. In this connection Sir Henry Thornton stated in his annual report of 1925 operations:—

“During the year a searching examination of the company's financial structure has been under way. The task has proved of much greater magnitude than was expected, due largely to the complicated character of records, the large number of securities involved, and the difficulty of unravelling financial data relating to most of the constituent companies. The work is being performed effectively and it is expected that, during the current year, definite proposals having for their object the placing of the company's finances on a sound and permanent basis will be presented.”

## DIRECT EXAMINATION OF RAILWAY MATTERS

Since the reorganization and consolidation of Canadian National Railways in 1923, and their operation as one system under a single board and management, it has become the practice to conduct during each session of Parliament, by means of a Select Standing Committee, a direct examination of all matters connected with railways and shipping owned, operated or controlled by the Government. Such a committee was established during the session of 1924, again in 1925, and again in 1926. To it are referred for discussion and consideration the annual report of the Canadian National Railways, as well as the estimates for the forthcoming year as arrived at by the board and management and the Government. When these are before the committee the chairman and president and the chief railway officials are in attendance to answer questions and supply verbally all necessary information, also such formal supplementary statements and additional detail as may be required in written form. This opportunity of direct inquiry and round-table conference has done much to clear up misunderstandings regarding railway administration. With complete information freely available, a much better appreciation of the difficulties of management has been acquired by members of parliament, there is less tendency than formerly to make political capital, and a keener realization that the efficient administration of the Canadian National Railways is a matter with which all Canadians are equally concerned. The work of the Select Standing Committee does much to facilitate the consideration of National Railway matters in the House proper and it looks as though this direct method of annual inquiry may become a parliamentary fixture. The evidence taken before the committee, and all documents and statements submitted, are printed from day to day, and, in due course, become part of the regular sessional record for information and reference.

## CANADIAN GOVERNMENT RAILWAYS

Included with the several reports published herewith is a separate statement dealing with the former Canadian Government Railways (as distinguished from the Canadian Northern, the Grand Trunk and Grand Trunk Pacific). These original Government Railways include the Intercolonial, between Montreal and Halifax and St. John, the Prince Edward Island Railway, the National Transcontinental (the eastern section of the Grand Trunk Pacific project), the Hudson Bay Railway, the various eastern branch lines, and the Quebec Bridge, which now forms the connecting link between the lines on the north and south shores of the St. Lawrence at Quebec. In the construction or purchase of these properties \$425,545,225.07 had been expended to December 31, 1925. The principal items of this account are:—

National Transcontinental Railway.....	\$171,892,734 55
Intercolonial Railway.....	148,253,399 80
Rolling stock.....	34,590,201 92
Quebec Bridge.....	22,640,228 46
Hudson Bay Railway.....	14,944,515 21
Prince Edward Island Railway.....	13,690,347 30
Quebec and Saguenay Railway.....	7,807,858 55
International Railway.....	3,103,841 38
Long Lac Cut-off.....	2,846,724 87
Lawlor Building, Toronto.....	1,229,912 87
Carquet and Gulf Shore Railway.....	953,932 52
New Brunswick and Prince Edward Island Railway.....	898,616 98
Lake Superior Branch (leased) additions and betterments.....	544,465 87

The capital cost of the Hudson Bay Railway given above does not include \$6,242,114.42 expended on harbour developments at Port Nelson.

The mileage of roads comprising the former Canadian Government lines is 4,609.54 miles. During 1925, the operating revenues were \$43,759,756.74 and the operating expenses \$39,973,701.98, making the net revenue from railway operation \$3,786,054.98, and the operating ratio 91.35 per cent.

## CENTRAL VERMONT RAILWAY

Investments of the Central Vermont Railway, as indicated by the balance sheet, total \$31,270,007.51. The stake of the Canadian National Railways in this road amounts to \$25,357,091, made up as follows:—

Stock.....	\$ 2,191,100
Bonds.....	4,179,300
Notes.....	8,041,905
Advances.....	10,944,786

At December 31, 1923, these advances amounted to \$5,840,512; at December 31, 1924, they had grown to \$8,274,470, and at December 31, 1925, to \$10,944,786. These have been applied on capital account, on deficit account, on Southern New England account and on interest account, including securities in the hands of Canadian National Railways. The accumulated deficit on profit and loss account amounts to \$5,137,734.

The road is 493.02 miles in length. The gross receipts for 1925 from railway operation were \$8,463,639 and the gross operating expenses \$7,357,918. The net revenue from operation was \$1,105,720. Taxes required \$238,665 and income charges \$455,521, leaving \$411,534 to meet fixed charges of \$1,234,289. The actual deficit was \$822,755, an improvement of \$75,000 over the previous year.

## REPORT OF DEPARTMENTAL ACCOUNTANT

The total expenditure of the Department of Railways and Canals to March 31, 1926, amounted to \$1,316,478,658.35. Of this sum \$927,949,561.43 was on railway account, of which \$474,230,931.79 was capital outlay; \$444,937,292.91 working expenses prior to reorganization and consolidation of Canadian National Railways, and \$8,781,336.73 miscellaneous expenditure, principally



maintenance and operation of the Board of Railway Commissioners. The total of \$927,949,561 does not include the cost of the Quebec bridge, \$22,165,875.13, nor general railway subsidies amounting to \$78,785,471.09.

To March 31, 1926, the department had expended \$239,247,391.25 on canals, and there has also been a miscellaneous expenditure of \$48,330,359.45, mainly on departmental administration having to do with both railways and canals.

Of the \$239,247,391.25 expended by the department on canals, \$175,812,315.86 has been on capital account, \$14,517,036.22 on heavy repairs, \$27,201,374.68 on administrative staff, and \$21,716,664.49 on ordinary repairs and maintenance. The Welland ship canal, construction of which was commenced in 1913, has required \$62,732,557.88. The total cost of the Welland canal presently in use has been \$45,645,959.87 to date, of which \$29,907,288.13 has been capital outlay, \$7,351,149.82 administration, \$3,167,734.87 heavy repairs and replacements, and \$5,219,787.05 ordinary repairs and maintenance.

The various locks, reaches and channels comprising the St. Lawrence canal system have involved, to March 31, 1926, a capital outlay of \$43,717,504.44. Adding replacements and repairs, and cost of administration, the present St. Lawrence canals have required a total outlay of \$62,605,606.55. The Trent canal system, still incomplete, has cost \$24,836,295.38, of which \$19,337,174.58 has been original capital outlay, \$3,992,704.19 replacements, repairs and maintenance, and \$1,506,416.61 staff. The Rideau canal, now approaching its centenary, has cost \$10,125,136.44, of which \$4,214,263.99 has been capital outlay, \$3,526,158.20 replacements and repairs, and \$2,384,714.25 administration.

Capital expenditure on Canada's canals during the fiscal year ended March 31, 1926, amounted to \$12,024,460.92, of which \$11,960,465.11 was on the Welland ship canal. No tolls have been charged for the use of the canals since 1903, and revenues collected, which last year amounted to \$932,420.05, now consist of hydraulic and other rentals, wharfage and elevator charges. Total revenue received since the establishment of the canals amounts to \$22,568,997.77.

#### WORKMEN'S COMPENSATION ACT

Included with the report of the departmental accountant is a statement showing the number of claims on which payments were made under the Workmen's Compensation Act during the fiscal year ended March 31, 1926, also the amounts disbursed in compensation, medical aid and pensions. The statement covers all departments of Government service as well as Canadian Government Railways. The majority of the claims have to do with the Government Railways, and as it was found that the staff of the Department of Railways and Canals charged with the administration of the Act in relation to Government Railways and Canals, could also handle the claims arising in other branches of Government service, the work was turned over to this department in the interests of economy and efficiency. Of the 2,523 cases dealt with, 2,150 had to do with Canadian Government Railways and Canals. Disbursements connected with these claims amounted to \$252,201.91 out of a total of \$322,380.33 connected with all departments of Dominion public service. A complete statement as affecting all departments is included in the report of the departmental accountant.

#### STATE OF THE CANALS

The canals and canalized waters of Canada open to navigation waterways totalling 1,831 miles. The lakes and rivers were the natural means of communication in older Canada, and their improvement by means of canals antedated the development of railway transport. Climatic conditions and geographical considerations have subordinated water transport to rail, but the canals of Canada occupy an increasingly useful place in the development of the country, affording



for the greater part of the year a comparatively low cost movement of bulk traffic, and exerting, in the estimation of many, a moderating influence on railway rates and charges generally. Canada has been engaged in the construction operation and periodic enlargement of canals for the last hundred years. What the provision of these canals, their maintenance and operation, have cost the Dominion has already been dealt with in the reference to the accountant's report. The report of the chief engineer, on the other hand, deals with the physical features of the canals, which may be considered in two main classes: those of the through St. Lawrence and Great Lakes route, and the secondary canals. The former make possible communication between the ocean and the Great Lakes for large vessels, while the subsidiary canals serve for the most part local requirements.

The difference in level between tidewater on the St. Lawrence (near Three Rivers), and lake Superior, is about 600 feet. The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on lake Superior, comprises 74 miles of canal, with 49 locks, and 1,140 miles of river and lake waters, a total of 1,214 miles. The minimum depth of water on this route, at normal low water level, is 14 feet. The size of vessels using this route is limited by the dimensions of the locks on the St. Lawrence and present Welland canals, which are 270 feet long and 45 feet wide.

The secondary canals include those of the Ottawa river, which make nine-foot navigation possible between Montreal and the federal capital. The Rideau canal connects the river Ottawa, at the city of Ottawa, with the eastern end of lake Ontario, at Kingston. The navigation depth of the Rideau system is five feet. The term "Trent canal" is applied to a series of navigable rivers and lakes connected by short canals, forming a continuous system of navigation for 204 miles from lake Ontario, at Trenton, to Washago, at the northern end of lake Couchiching, near Georgian bay. Small boats, even now, may proceed past Washago down the Severn river to Georgian bay, motor boat traffic being facilitated by marine railways at Swift rapids and Big chute. The navigation depth of the Trent system is six feet. In addition to the foregoing the Richelieu river canals connect the St. Lawrence at Sorel and lake Champlain, in New York state, while St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton island and the Atlantic ocean.

#### WELLAND SHIP CANAL

Detailed reference to the more important works of construction and repair on the main and secondary canals during the fiscal year under review will be found in the extended report of the chief engineer. As already indicated the principal capital outlay during the year had to do with the construction of the Welland ship canal now taking substantial shape across the Niagara peninsula. The distance traversed from lake to lake will be 25 miles. The difference in level between the two lakes, 325½ feet, will be overcome by seven locks, each having a lift of 46½ feet, and one guard lock of variable lift. This will be in marked contrast with the twenty-six locks on the present Welland canal and the forty wooden locks of the original structure. The locks on the ship canal are now well advanced and present an imposing appearance in the dry. They are 829 feet long and 80 feet wide in the clear, and will provide a depth of 30 feet of water over the mitre sills, though for the present the reaches will be excavated to 25 feet. The width of the canal prism at bottom will be 200 feet. A new breakwater is under construction at Port Colborne, extending 2,000 feet further into lake Erie at right angles to the existing structure. At Port Weller, the lake Ontario entrance, extensive harbour works are almost completed. The route of the canal has been divided for purposes of construction into eight sections, numbered in order from Port Weller southerly. Between sections four and five there is a short stretch of canal prism, 1,300 feet in length, just north of the



junction of the new route with the present canal, known as Section 4B. With the exception of this subsection, the entire canal is now under contract. It is expected that tenders for the construction of this final piece of work will be called for during the present fiscal year.

Construction of the ship canal commenced in 1913. During the war years, and the years immediately following, the work, from various causes, was greatly retarded and for a time was at a standstill. During the past five years construction has progressed in a more satisfactory manner. The state of the work under each contract is summarized in the chief engineer's report proper. Regarding the work as a whole the following percentages are now estimated to have been completed: rock excavation, 64 per cent; earth excavation, 55 per cent; watertight embankments, 71 per cent; concrete of all classes, 64 per cent; reinforcing steel, 64 per cent; and sheet piling 58 per cent.

Complete statistics of canal traffic are now published by the Transportation Branch of the Dominion Bureau of Statistics and form no part of this annual report, but it is of interest to note here, in view of the construction of the new and larger Welland canal, that the traffic through the present Welland canal continues to increase. During the season of 1925 it increased by  $9\frac{1}{2}$  per cent over that of the previous season. A total of 5,866 vessels passed through the entire canal, the upbound and downbound passages being about equal in number. In addition 154 trips were made by vessels to intermediate points on the canal. The increase in total freight tonnage over the previous year amounted to 12 per cent, the actual tonnage carried being 5,640,298, the largest in the history of the canal.

#### ST. LAWRENCE SHIP CANAL

For many years the possibility of the ultimate enlargement of the St. Lawrence canal system has been receiving the attention of the engineering staff of the department, and much data relating to the project has been assembled. Since the present St. Lawrence canal system was constructed, almost a hundred years ago, the advancement of electrical science has given new significance and a heightened importance to the water power possibilities of this magnificent waterway and, though the interests of navigation remain paramount, any new canalization of the river will require to be designed so as to provide also for the utmost beneficial use of the water for the development and transmission of hydro-electric energy. The St. Lawrence, between Montreal and lake Ontario, is in part purely Canadian and national and in part international under joint use and control by the United States and Canada, in virtue of treaties designed to take care of the problems involved. The purely national section lies wholly within the province of Quebec, and the international section constitutes the boundary between the province of Ontario and New York state.

Heretofore all canal works on the St. Lawrence, in both sections, have been provided by Canada at a cost already referred to, and such hydro-electric energy as has been produced has been developed by private corporations on both sides of the stream. To enable the department to deal intelligently with proposals for the development of isolated water-powers which might conflict with the later development of the navigation and power potentialities of the river as a whole, a close study of the St. Lawrence situation has been in progress by the engineering staff of the department. Ice conditions have been carefully investigated, stream discharges determined, soundings taken, test borings driven, surveys carried out and numerous plans prepared.

In recent years an increasing interest in an improved development of the river, both for navigation and for power, has been manifested in both the United States and Canada, and in 1921 an engineering commission representative of both countries brought in a report which attracted much attention. The commission consisted of one engineer representing each country, and their report was made to the International Joint Commission, and by the latter body to the respective

governments. The report recommended the deepwater development of the St. Lawrence as entirely feasible and gave an estimate of costs. But as the time devoted to the consideration of the plan, now known as the Bowden-Wooten scheme, had been limited, the report of the International Joint Commission recommended that before action were taken a further report should be secured by an enlarged joint board of engineers. Such a board, consisting of three members representing each country, was duly established. The Canadian section consists of Duncan W. McLachlan, B.Sc., of the Department of Railways and Canals, Ottawa, Chairman; Olivier O. Lefebvre, Chief Engineer of the Quebec Streams Commission, Montreal, and Brigadier-General Charles H. Mitchell, of Toronto. The American section includes Brigadier-General Edgar Jadwin, of Washington; Col. Wm. Kelly, of New York, and Lt.-Col. George E. Pillsbury, of Detroit, members of the United States Corps of Engineers.

The form and scope of the report to be made by this enlarged joint board of engineers were agreed upon in December, 1924, and in January, 1925, these instructions, after having been considered by the National Advisory Committee for Canada, were transmitted to the Canadian Section of the Joint Board, which has held twelve extended meetings with the American Section during the fiscal year, and given much consideration to the engineering problems involved. The office work of the Canadian section has been carried on with a staff of twelve and field work by two survey parties and two boring parties. In the international stretch of the river the American section has completed a survey between Kingston and Iroquois, and between Barnhart island and Cornwall. Extensive boring operations have also been carried out by the same organization.

It is expected that the joint board of engineers will shortly be in a position to report to the respective Governments.

Your obedient servant,

G. A. BELL,

*Deputy Minister of Railways and Canals.*

September 26, 1926.



## ANNUAL REPORT OF THE CANADIAN NATIONAL RAILWAY SYSTEM

MONTREAL, QUE., MARCH 31, 1926.

To The Hon. CHARLES A. DUNNING, M.P.,

Minister of Railways and Canals.

Sir,—I have the honour to submit herewith, on behalf of the Board of Directors, the report of the operation and affairs of the Canadian National Railway System for the year ended December 31, 1925.

### MILEAGE

	Miles owned by constituent companies	Miles under lease or contract	Miles under trackage rights	Total mileage
Atlantic Region.....	2,571·51	224·78	15·64	2,811·93
Central Region.....	7,161·50	452·23	32·29	7,646·02
Grand Trunk Western Lines.....	841·81	123·67	26·21	991·69
Western Region.....	10,257·60	430·55	53·98	10,742·13
	20,832·42	1,231·23	128·12	22,191·77
Total steam-operated lines making up "System Mileage".....				22,191·77

Certain details are shown at the end of this report.

### OPERATING RESULTS

The operating results for the year are shown in the following summary, which compares the principal items of revenue and expenses with the corresponding items for the previous year:—

### REVENUE

	1925	1924	Increase or Decrease
	\$ cts.	\$ cts.	\$ cts.
Freight.....	180,482,543 54	171,045,297 89	Inc. 9,437,245 65
Passenger.....	36,618,481 66	37,233,998 44	Dec. 615,516 78
Mail.....	3,554,200 23	3,595,261 61	Dec. 41,061 38
Miscellaneous.....	24,315,977 18	23,713,624 61	Inc. 602,352 57
Total.....	244,971,202 61	235,588,182 55	Inc. 9,383,020 06

## EXPENSES

	1925	1924	Increase or Decrease
	\$ cts.	\$ cts.	\$ cts.
Maintenance of W. and S.....	43,006,813 70	44,039,965 51	Dec. 1,033,151 81
Maintenance of Equipment.....	47,902,092 16	47,972,444 24	Dec. 70,352 08
Traffic.....	6,726,472 90	6,892,751 22	Dec. 166,278 32
Transportation.....	106,477,437 08	110,085,033 62	Dec. 3,607,596 54
Miscellaneous Operations.....	2,253,050 54	2,381,469 56	Dec. 128,419 02
General.....	7,223,773 87	7,633,834 05	Dec. 410,060 18
Transportation for Investment Credit.....	882,852 43	661,667 13	Inc. 221,285 30
Total.....	212,706,787 82	218,343,931 07	Dec. 5,637,143 25
Net earnings.....	32,264,414 79	17,244,251 48	15,020,163 31
Operating ratio.....	86 83	92 68	

The results for 1925 may be regarded as generally satisfactory and were due to a combination of increased gross earnings and decreased expenses. From January to June inclusive, the gross earnings in 1925 were less than for the corresponding months in 1924, and it was not until the end of October, 1925, that the gross revenue overtook the figures for 1924. The movement of the large western crop made itself felt towards the end of the year with a consequent increase in gross revenue of 3.9% for the year. In the face of the decreased business which obtained during the greater part of 1925, every effort in the direction of economy was put forth and maintained throughout the whole of the year. These efforts resulted in a decrease in expenses for the year of \$5,637,143.25, or 2.5%.

A reduction in operating ratio from 92.68% in 1924 to 86.83% in 1925 is especially gratifying. It is also interesting to note that the net operating earnings were approximately equal to 80% of the interest payable to the public on funded debt as compared with about 45% in 1924.

## RAILWAY OPERATING REVENUES

*Account 110—"Switching"*—The increase of \$390,484.47 is to a great extent represented by the increase in switching traffic due to larger movement of business from connections.

## MAINTENANCE OF WAY AND STRUCTURES

Expenses chargeable to maintenance of way and structures were less by \$1,033,151.81 than in 1924 and represent an expenditure of \$1,960.51 per mile of line. Notwithstanding this reduction, the properties were not only maintained in good physical condition but, generally speaking, material improvement was made.

## MAINTENANCE OF EQUIPMENT

These expenses were substantially the same as in 1924, the net result being a decrease of \$70,352.08. The condition of the motive power and freight and passenger car equipment was not only fully maintained, but substantially improved during the year.

*Accounts 310 and 316* (that is to say "retirements") represent increases due to the larger number of locomotives and freight cars retired in 1925 than in 1924.



## TRANSPORTATION EXPENSES

This item shows a gratifying improvement, and progressive decreases are indicated. The situation reflects continued operating efficiency especially when it is remembered that there was an increase of over 2,500,000 tons of freight handled. The transportation expenses (in cents per dollar of gross revenue) for the last four years are as follows:—

1922.....	48.57
1923.....	47.18
1924.....	46.73
1925.....	43.46

## FINANCE

In the Appropriation Act for 1925 the sum of \$50,000,000 was voted for Canadian National purposes during the (Dominion) fiscal year ending March 31st, 1926. It has only been necessary to obtain \$10,000,000 of this amount from the Government. Payment of the balance has not been required, partly because of increased resources due to larger gross and net earnings than were expected, and partly as a result of substantial reductions in the purchase of materials and supplies, also partly by use of working capital.

In February, 1925, there were issued \$17,000,000 Canadian Northern 4½% 10-year Guaranteed Gold Bonds and \$18,000,000 Canadian National 4½% 5-Year Guaranteed Gold Bonds. The \$17,000,000 issue was practically speaking a refunding of two Canadian Northern issues, namely, \$6,000,000 which matured in December, 1924, and \$11,000,000 which matured in March, 1925.

The \$18,000,000 issue was for various new branch lines throughout Canada, the construction of which had been authorized by Parliament; also for expenditures in connection with the Toronto viaduct scheme.

The Funded Debt Retirements during the year were:—

5% Three-Year Canadian Northern Railway Guaranteed Gold Notes.....	\$ 11,000,000 00
Equipment Trust Certificates or various issues.....	5,473,400 00
Payments under various Sinking Funds and Sundry Retirements.....	1,110,380 06
Total.....	<u>\$ 17,583,780 06</u>

## INCOME ITEMS

*Account 514—"Income from Funded Securities"*—The increase in this account is largely represented by interest on Toronto Terminal Railway bonds purchased in connection with the Toronto viaduct scheme.

*Account 515—"Income from Unfunded Securities and Accounts"*—The increase in the above account results from special items as follows:—

Interest during construction charged to Investment Account.

Interest on bank balances and on special deposits and on amounts due by the Central Vermont and subsidiary companies.

*Account 516—"Income from Sinking and Other Reserve Funds"*—The increase is mainly due to natural increases in the funds included under this heading and partly to interest on special funds similarly included.

*Account 519—"Miscellaneous Income"*—The average rate of sterling exchange in 1925 was substantially higher than in 1924. This caused a decrease in the above account of approximately \$1,093,000 in connection with the purchase of sterling funds for the payment of interest in London. There was also a decrease of \$100,000 on transfers from the United States to Canada, in addition to which there was a reduction of \$250,000 in surcharge collections due to Canadian currency being more on a parity with United States currency during 1925.

*Account 547—"Interest on Unfunded Debt"*—About \$124,000 of the decrease arises from a change in accounting methods; in addition to which there was included in 1924 under this heading \$80,000 interest on a temporary loan for which there was no corresponding item in 1925.

*Account 551—"Miscellaneous Income Charges"*—The decrease of about \$550,000 is chiefly accounted for by \$504,000 decreased exchange paid on transfers of funds from Canada to United States; and partly by a decrease of \$48,000 resulting from various charges which in 1924 were included in the above account, but which under an Interstate Commerce Commission ruling are now included in Account 460—"Other Expenses."

*Account 546—"Interest on Funded Debt"*—Full details of this item are shown later on in the report.

The difference of \$2,076,531 is made up of an increase in interest payable in 1925 on issues made in that year and the previous year, less interest on securities matured and paid off in both years.

#### PURCHASING AND STORES

Expenditures on this account were considerably less in 1925 than in 1924. During the year there was but little fluctuation in the price of materials. A determined effort was made to reduce stocks by close supervision and the development of improved methods. The quantities of materials and supplies on hand, including ties, fuel, rails and so forth, at the end of the year amounted to \$7,876,460.79 less than in 1924.

Salvage and reclamation work is proceeding with increasing vigour and gratifying results.

#### TRAFFIC MOVEMENT

There were increases during the year of 4.8% in freight tonnage carried; of 1.34% in freight train mileage; and of 5.5% in freight revenues as compared with the figures for 1924.

These indicate that the freight was higher rated and longer hauled in 1925 than in 1924. The ratio of increase in freight revenue compares favourably with that of class 1 roads in the United States.

Average freight train loads in revenue tons for the years 1922-1925 show steady improvement:—

1922.....	475.39
1923.....	501.94
1924.....	516.83
1925.....	540.06

The Dominion Government estimate for all grains in the Canadian grain crop for the calendar year 1925 was 1,126,113,100 bushels, an increase of 33.5%. The grain movement to the head of the lakes showed an increase of about 9.9%. On the other hand the amount of grain moved from lower lake ports showed a decrease of 10.6%. This decrease was, approximately speaking, evenly divided between domestic and export traffic. The amount of Canadian grain handled showed a decrease in the amount retained for domestic purposes and an increase in the amount exported; this being due to the short crop in 1924. The amount



of American grain handled showed a decrease in the amount exported and an increase in the amount retained for domestic use. This was due to the smaller wheat crop in 1925.

The volume of grain carried to Vancouver, practically all of which was for export, showed a decrease of 19.7% and is accounted for by the small crop in 1924. The movement to Vancouver of the 1925 crop shows an increase of approximately 9,000,000 bushels.

Passenger earnings decreased by \$615,516.78 (1.6%) as compared with 1924 earnings. The number of passengers carried showed a decrease of 1,032,641 (4.5%). This indicates a preponderance of long haul traffic. The decrease in short haul traffic is no doubt due to general business depression during the earlier months of the year and also to motor bus competition which has increased considerably.

Regulations issued by the Department of Agriculture at Ottawa prohibited the entering into or passing through Canada of live stock including poultry or products thereof, also hay, fodder, etc., from certain sections of the United States during part of the year, the effect of which was a decrease in the volume of this class of business handled by our lines.

The express revenue for the year was practically speaking the same as for 1924, but the cost of service (item 409) was decreased by \$251,000 with corresponding increase in net express earnings. This traffic was affected to a considerable extent by the general depression, motor truck competition, expedited L.C.L. freight service, parcel post extension of weight limit and reduction in rates, and partial failure of fruit crop in Niagara district.

#### RATES

Freight revenues were adversely affected by the reinstatement by order-in-council as of January 9th, of the "Crow's Nest Rates" which remained in effect till July 23rd when they were cancelled by order of the Board of Railway Commissioners for Canada, excepting in so far as such rates applied to the carrying of grain and grain products.

Freight revenues were similarly affected by an order of the same board made in September under which rates on grain and grain products to Vancouver for export were established on the basis applicable eastbound (on the Crow's Nest Rates basis) to the head of the lakes.

#### INDUSTRIAL DEVELOPMENT

The work of the Industrial Department has been carried on to the greatest extent possible, with the result that on the Central, Atlantic and Grand Trunk Western Regions there were located on or near our lines over 250 plants representing investments to the extent of many millions of dollars, in addition to which very substantial extensions were made to plants already located on our lines.

The industrial development taking place in the Chicoutimi and Lake St.-John district is remarkable. An enormous amount of electrical power is being developed for use by existing and new manufacturing concerns. The Duke-Price Company is expected to develop at Isle Maligne and Chute à Caron over 1,250,000 h.p. The works in contemplation by the Aluminum Company involve the building of a new town—Arvida—which it is expected will have a population of 25,000 people within a comparatively short time. The very large expenditures involved in this development and the expected permanent employment of a large body of workers should have a present and far reaching future effect in the Province of Quebec in regard to general business and more particularly the pulp and paper and mining industries.

## CONSTRUCTION

During the year 1925, 331 miles of new lines were completed and turned over for operation. The construction of 523 miles had been authorized in 1924 and of 94 miles in 1925.

	Miles
aggregated.....	378.08
as against which there were deductions of.....	58.50
leaving a net increase of.....	<u>319.58</u>

## WAGES AND LABOUR

In the last report reference was made to the adoption in our Moncton shops of the co-operative plan. The initial results have been so satisfactory that the plan has been extended to shops in Transcona, Fort Rouge, Stratford, London, Leaside, St. Malo and Point St. Charles.

It may be interesting to note that out of 1,187 recommendations made at various regional meetings under the plan 857 were adopted, 123 were dropped and 207 were left "pending."

The plan has also been adopted by the Chesapeake & Ohio and the Chicago & Northwestern Railways. At a meeting recently held in New York at which representatives of officials and employees of various railways were present, it was evident that the plan has found as much favour with individual employees as with shop superintendents.

The year has been free from labour troubles. An additional board of adjustment was created covering certain clerks, freight handlers, station and baggage room employees, stores, roundhouse and shop labourers, under which grievances, matters regarding working conditions, etc., can be dealt with.

An agreement was reached with locomotive engineers, firemen, and helpers on all lines east of Armstrong, Port Arthur, and Detroit River, including St. Clair Tunnel and New England Lines, under which certain inconvenient conditions regarding employment will, it is expected, be eliminated. On some of the lines in United States territory there were adjustments of rates of pay for certain classes of employees, in line with corresponding adjustments previously placed in effect by other United States railways.

## HOTEL DEPARTMENT

The operations of this department have been satisfactory. Gross revenues for the year increased by approximately \$210,000.00 which, coupled with a slight reduction in expenses, reduced the net loss from \$297,938.20 in 1924 to \$76,365.55 in 1925. With increased tourist traffic and general improvement in business conditions during the current year it is anticipated that further improvement will be shown.

## LAND SALES

During the greater part of the past year general business conditions did not tend to encourage sales. It is however, expected that during the present year better business prospects will result in a larger number of sales and the receipt of better prices per acre.

In 1925 there were sold 66,667 acres at an average price of \$14.25 per acre, aggregating \$950,375, as compared with 55,450 acres sold in 1924 at an average of \$14.29 per acre. Purchase contracts representing 36,005 acres were cancelled in 1925 as compared with cancellations of 39,295 acres in 1924.



## IMMIGRATION

The flow of immigration to Canada during the year was less than had been anticipated; but organization work has been carried on and extended, having in view future business.

In the Fall of last year an agreement was made between the Dominion Government and the Canadian Pacific and Canadian National Railways under which for a two-year period both railway systems have the right to bring into Canada from various European countries immigrants suitable for permanent settlement and intending to engage in agricultural work or domestic service, the expectation being that increased numbers of such immigrants will come from Central European countries under arrangements less restrictive than have obtained in the past.

In December last arrangements were made between the Imperial and the Dominion Governments under which British subjects born and resident in Great Britain who desire to settle on lands or enter domestic service in Canada, will receive reductions in ocean rates from a British port to Canadian points, as a result of which the rates to Halifax, Saint John and Quebec would be £3; and to Vancouver £9—with corresponding rates to intermediate points; the balance of transportation costs to be partly made up by the two Governments and partly absorbed by the steamship companies. The arrangement, which will be in effect till the end of 1926, includes special rates for families and minors. The railway companies have undertaken to assist in the settlement of a limited number of experienced farm workers.

## INSURANCE

The policy inaugurated in 1923, under which the company handles its own insurance, continues to be amply justified. The insurance fund has been increased by \$1,561,300 during the year, and represents the capital sum of \$6,504,488 all of which is invested in victory bonds and other first class securities.

Fire losses on railway properties during the year amounted to \$675,646 as compared with \$420,000 in 1924. The more serious losses included the following:

Minaki Inn.....	\$142,000
Planing Mills, St. Malo.....	80,000
Engine House, at Bridgewater.....	77,000
Storehouse, at Leaside.....	52,000

The marine losses amounted to \$467,539 as compared with \$447,170 in 1924.

Instead of rebuilding the Minaki Inn on the same lines as before, the reconstruction will follow the Jasper Park separate buildings plan, which involves a smaller fire risk and, on the other hand, appeals to those in search of rest and change, as well as being more in keeping with the natural surroundings.

## PENSION SCHEME

The actuarial report on the cost of a non-contributory general pension scheme which would embrace the whole system has recently been received and it is hoped that during the year a comprehensive plan will be ready for final consideration.

The following employees, with fifty or more years of service, were placed on pension during the year, and their records furnish a fine testimonial to the fidelity and loyalty with which they have served the company for more than half a

century. The best wishes of the company are extended to them for a long and well merited period of retirement:—

Ansombe, G.....	50	Dubuc, N.....	54	Mullins, W. J.....	55
Armstrong, W.....	55	Gilleen, J. S.....	52	Neil, A. E.....	55
Battley, J.....	51	Graves, E.....	60	Payette, F.....	53
Belsom, W.....	53	Jackson, J.....	53	Pender, L.....	50
Brinton, G.....	53	Johnston, F.A.....	52	Roper, F. F.....	54
Campbell, J.....	52	Laing, J.....	53	Slattery, J.....	51
Carney, A.....	53	Lambert, J.....	51	Storey, J.....	52
Charbonneau, F. X....	51	McConachie, R.....	50	Turton, J. A.....	52
Corner, J. S.....	52	McMurdie, J. H.....	57	Vivian, J.....	51
Deschênes, J. A.....	52	Mellon, G.....	53	West, R.....	50

#### OIL ELECTRIC CAR

In an endeavour to minimize or avoid losses in operating branch lines and short special runs and for the purpose of reducing fuel costs as well as meeting competition from motor bus service, special attention has for some time been given, particularly by the Motive Power Department to the development of a suitable self-propelled car, with the result that during the year an "Oil-Electric" car was evolved. The electrical running power is produced by a light fuel oil engine which operates an electric generator. Two sizes of cars have been built, one with accommodation for 56 passengers and baggage, and the other for 126 passengers and baggage; the power in the larger car being sufficient to haul a trailer.

After exhaustive tests and trial runs were made, a special test was thought advisable from Montreal to Vancouver, and on Sunday, November 1st, Oil Electric car No. 15820, suitably modified for long distance traffic, left Montreal reaching Vancouver on Wednesday the 4th in just under seventy-two hours; the actual running time being sixty-seven hours.

The ability of the engine to produce and maintain speed, and the low fuel consumption cost, seem to warrant the belief that an exceedingly useful transportation unit has been developed.

#### BETTERMENTS

The betterments made during the year include work in connection with the following: new terminal facilities at North Sydney; completion of sheds 21 and 22 of the Ocean Terminals at Halifax; additional electrification (9.7 miles) and double tracking (3.3-miles) of the line from Lazard westerly on the Mount Royal subdivision; the Toronto viaduct scheme; improvements in and about Detroit; subway at 101st Street, Edmonton; new station at Jasper and improvements to the Park Lodge properties; improved water facilities at Nutana, Saskatchewan, as well as laying of new rails, improvements to bridges and other work. Some additional work has been done on the Prince Edward Island line in connection with the standardization of gauge.

#### ROUYN LINE

The management and operation of a forty-five mile of railway from O'Brien on the National Transcontinental Railway in a generally southerly direction into the Rouyn district has been entrusted to the Canadian National Railway Company by the Dominion Government, which has itself taken a lease of the line. Construction has been proceeding steadily through the winter and will, it is hoped, be completed by the end of the year. In view of the expectation that the Rouyn district will become an important mining centre, it is expected that considerable traffic will result to the National Railways and that the territory adjacent to the line, much of which is suitable for agricultural purposes, will be developed.



## GENERAL

The problem of immigration continues to be one of the largest difficulties which confront the Dominion as a whole. Interest in the subject has been abundantly shown during the past year by board of trade meetings and special conferences at various points. Much progress has been made by the individual and co-operative efforts of the Government, the Canadian Pacific Railway and the Canadian National Railways, but, before permanent results on a desired scale can be expected, more definite and comprehensive action on the lines referred to in the annual report for 1924, or otherwise, must be taken to provide a program for prosecuting the work over a period of years. It has been thought worth while to repeat the statement made in the annual report referred to:—

“The Dominion as a whole, the provinces individually, the railways and all other business organizations are, each of them, interested. The problem is of sufficient magnitude and importance to justify in its solution the employment of the most capable and energetic minds in the Dominion. The investment of money on a larger scale than in the past will also be required. The matter might be entrusted to a permanent commission constituted somewhat on the line of the Board of Railway Commissioners, except that more commissioners would doubtless have to be appointed; and this Immigration Commission would have to be authorized to make expenditures under a general program approved by Parliament.”

During the year a searching examination of the company's financial structure has been under way. The task has proved of much greater magnitude than was expected, due largely to the complicated character of records, the large number of securities involved, and the difficulty of unravelling financial data relating to most of the constituent companies. The work is being performed effectively and it is expected that, during the current year, definite proposals having for their object the placing of the company's finances on a sound and permanent basis will be presented.

The board of directors and, under them, the various officers of the company, are charged with the responsibility of operating the property in a manner which will, while having due regard for the welfare of the Dominion as a whole and the communities served, eventually produce operating results which will meet such fixed charges as may subsequently be determined, and relieve the government with the people of Canada from further financial burdens. Material progress has been made in this direction as shown by a comparison of the net results for 1925 with those of 1922. This improvement has been accompanied by no deterioration in service or unfair treatment of employees. Whilst the board recognizes the importance,—indeed the necessity—of such freight rates as will permit all sections of the Dominion to progress, at the same time it must be clearly understood that reductions in tolls, either freight, passenger or express, which have the effect of reducing the company's gross revenue, cannot be accompanied by a continued increase in net income, and every such reduction will postpone the day when the Canadian National Railways will become self-supporting. If such reductions reach sufficient proportions, the task of accomplishing this desired result will become insuperable. Should substantial reductions in freight rates be essential for the well-being and development of any section of the Dominion, relief should take the form of a governmental subsidy without disturbance of a reasonable tariff fabric. The employment of such a method permits a precise determination of the cost of the relief without the introduction of factors which might well disturb the whole freight rate structure of Canada, and, indeed, the North American continent. The effect on the public purse is precisely the same no matter what method is employed. If such a policy should be adopted, obviously any subsidy should be available for all of the railway companies of Canada.

In an organization of such magnitude as the Canadian National Railways, the general results from the operations of any year depend not only on the efforts of those officers whose names appear in the report, but also upon the joint and individual support rendered by all of the employees. The successful results for the year are very largely due to the fine spirit displayed by all of our employees which, coupled with their loyalty and enthusiasm, has enabled the administration to show a marked improvement. It is, therefore, eminently fitting here to record the appreciation of the administration and to extend especial thanks to that fine and capable body of employees who are giving their best service to the people of Canada.

Recognition must also be made of such organizations as the Volunteer Fire Brigades, the St. John Ambulance Society, and other associations which, in their various spheres, contribute materially to the welfare of the property.

H. W. THORNTON,  
*Chairman and President.*



**CANADIAN NATIONAL RAILWAY SYSTEM**  
(EXCLUDING THE CENTRAL VERMONT RAILWAY)

**CONSOLIDATED BALANCE SHEET AT DECEMBER 31, 1925**

**ASSETS**

*Investments—*

701 Investment in road and equipment.....	\$ 1,855,037,567 94	
702 Improvements on leased railway property.....	6,291,279 95	
703 Sinking funds:		
System securities at par.....	\$ 5,064,000 00	
Other assets at cost.....	4,310,042 05	9,374,042 05
704 Deposits in lieu of mortgaged property sold.....		6,347,556 01
705 Miscellaneous physical property.....		53,912,609 77
706 Investments in affiliated companies:		
"A" Stocks.....	\$ 2,037,129 30	
"B" Bonds.....	15,526,840 45	
"C" Notes.....	8,041,905 52	
"D" Advances.....	11,536,778 68	
		37,142,653 95
707 Other investments.....		7,700,325 67
		<u>\$ 1,975,806,035 34</u>

*Current Assets—*

708 Cash.....	31,677,083 99	
711 Special deposits.....	7,590,398 26	
712 Loans and bills receivable.....	55,134 89	
713 Traffic and car-service balances receivable.....	1,907,089 26	
714 Net balances receivable from agents and conductors.....	5,212,603 97	
715 Miscellaneous accounts receivable.....	5,759,298 20	
716 Materials and supplies.....	42,582,983 87	
717 Interest and dividend receivable.....	405,668 44	
718 Rents receivable.....	225,935 30	
719 Other current assets.....	146,008 19	
		<u>95,562,204 37</u>

*Deferred Assets—*

720 Working fund advances.....	643,618 10	
721 Insurance and other funds—Railway and C.G.M.M.....	7,382,223 74	
722 Other deferred assets.....	8,552,209 75	
		<u>16,578,051 59</u>

*Unadjusted Debits—*

723 Rents and insurance premiums paid in advance.....	25,181 04	
724 Discount on capital stock.....	193,500 00	
725 Discount on funded debt.....	5,518,832 75	
727 Other unadjusted debits.....	4,984,192 40	
		<u>10,721,206 19</u>

Total.....\$ 2,098,667,497 49

NOTE.—The title of the Canadian Northern Ontario Railway and the Canadian Northern Quebec Railway Companies to lands carried in "Miscellaneous Physical Property" at \$7,318,140 has been questioned by the Ontario and Quebec Provincial Governments.

**LIABILITIES**

*Stock—*

751 Capital stock.....	\$ 270,228,413 70	
752 Stock liability for conversion.....	10,600 00	
		<u>\$ 270,239,013 70</u>

*Governmental Grants—*

754 Grants in aid of construction.....		16,280,820 43
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*Long Term Debt—*

755 Funded debt unmatured.....	931,329,302 74	
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*Dominion of Canada Account*

Funded debt unmatured.....	\$33,048,000 00	
Receiver's certificates.....	53,768,865 94	
Loans from dominion of Canada.....	485,868,669 13	
	572,685,535 07	
Interest on above accrued but unpaid.....	161,861,502 98	
Appropriations Account Canadian Government		
Railways.....	453,935,303 43	1,188,482,341 48
		<u>2,119,811,644 22</u>

*Current Liabilities—*

758 Loans and bills payable.....	8,500 00	
759 Traffic and car-service balances payable.....	4,393,308 32	
760 Audited accounts and wages payable.....	16,229,955 40	
761 Miscellaneous accounts payable.....	3,252,392 41	
762 Interest matured unpaid.....	6,582,089 58	
764 Funded debt matured unpaid.....	419,729 81	
766 Unmatured interest accrued.....	8,608,066 12	
767 Unmatured rents accrued.....	441,163 52	
768 Other current liabilities.....	929,449 84	
		40,859,655 00

*Deferred Liabilities—*

769 Liability for provident funds.....	44,122 23	
770 Other deferred liabilities.....	11,161,306 98	
		11,205,429 21

*Unadjusted Credits—*

771 Tax liability.....	2,815,354 25	
773 Insurance and casualty reserves—Railway and C.G.M.M.....	7,256,762 32	
775 Accrued depreciation—road.....	2,116,341 56	
776 Accrued depreciation—equipment.....	5,121,897 39	
777 Accrued depreciation—miscellaneous physical property.....	700,473 99	
778 Other unadjusted credits.....	2,824,284 75	
		20,835,114 26

*Corporate Surplus—*

779 Additions to property through income and surplus.....	1,700,832 62	
780 Funded debt retired through income and surplus.....	939,000 00	
781 Sinking fund reserves.....	534,140 42	
783 Appropriated surplus.....	1,973,888 04	
784 Profit and loss—balance.....	Deficit 385,712,040 41	380,564,179 33

Total.....\$ 2,098,667.497 49

J. M. ROSEVEAR,  
General Comptroller.

We have examined the books and records of the Companies comprising the Canadian National Railway System for the twelve months ended December 31, 1925. The investments in road and equipment appearing in the books of the companies as at January 1, 1923, were accepted by us.

We certify that in our opinion, the above Consolidated Balance Sheet is properly drawn up so as to exhibit a true and correct view of the affairs of the system, excluding the Central Vermont Railway Company, as at December 31, 1925, and we further certify that, in our opinion, the attached Income and Profit and Loss Accounts for the year ended December 31, 1925, are correctly stated.

GEORGE A. TOUCHE & Co  
Chartered Accountants  
Auditors.

March 20, 1926.

## PROFIT AND LOSS ACCOUNT, 1925

*Debits—*

611 Debit balance at January 1, 1925.....	\$ 344,060,770 94
612 Debit balance transferred from income.....	41,444,764 42
613 Surplus applied to sinking and other reserve funds.....	16,691 89
615 Surplus appropriated for investment in physical property.....	39,525 33
618 Miscellaneous appropriations of surplus.....	174,933 90
619 Loss on retired road and equipment.....	863,951 23
622 Adjustment of land surplus account.....	207,886 41
	\$ 386,808,524 12

*Credits—*

603 Profit on road and equipment sold.....	\$ 18,043 69
604 Delayed income credits and debits, net.....	840,728 40
605 Unrefundable overcharges.....	16,473 90
606 Donations.....	146,574 62
607 Miscellaneous credits and debits, net.....	74,063 10
Debit balance forward to balance sheet.....	385,712,040 41
	\$ 386,808,524 12



## INCOME STATEMENT

	Year ending December 31, 1925	Year ending December 31, 1924
	\$ cts.	\$ cts.
501 Railway operating revenues.....	244,971,202 61	235,588,182 55
531 Railway operating expenses.....	212,706,787 82	218,343,931 07
Net revenue from railway operations.....	32,264,414 79	17,244,251 48
532 Railway tax accruals.....	4,224,033 58	4,588,593 56
533 Uncollectible railway revenues.....	59,163 36	38,198 09
Railway operating income.....	27,981,217 85	12,617,459 83
502 Revenues from miscellaneous operations.....	2,010,800 95	2,015,458 20
534 Expenses of miscellaneous operations.....	2,041,189 12	2,337,622 84
Net revenue from miscellaneous operations.....	30,588 17	522,164 64
535 Taxes on miscellaneous operations.....	73,486 99	60,278 17
Total operating income.....	27,877,342 69	12,235,017 02
504 Rent from locomotives.....	259,928 36	318,575 13
505 Rent from passenger train cars.....	177,662 76	145,541 10
506 Rent from floating equipment.....	337 30	919 79
507 Rent from work equipment.....	317,012 33	487,619 96
508 Joint facility rent income.....	1,019,689 11	994,988 58
509 Income from Lease of Road.....	83,040 50	85,698 56
510 Miscellaneous rent income.....	1,201,059 70	1,158,333 52
511 Miscellaneous Non-Operating Physical property.....	192,138 58	165,128 45
512 Separately operated properties—Profit.....	1,179,057 22	1,044,876 27
513 Dividend income.....	386,958 91	454,613 00
514 Income from funded securities.....	673,193 47	572,872 50
515 Income from unfunded securities and accounts.....	2,055,955 35	1,538,573 10
516 Income from sinking and other reserve funds.....	634,785 17	519,739 15
519 Miscellaneous income.....	221,225 58	1,650,392 79
Total non-operating income.....	8,402,044 34	9,137,871 90
Gross income.....	36,279,387 03	21,372,888 92
536 Hire of freight cars—Debit balance.....	1,718,372 07	1,694,487 26
537 Rent for locomotives.....	27,125 51	54,016 00
538 Rent for passenger train cars.....	353,854 10	145,527 74
539 Rent for floating equipment.....	21,748 16	8,944 29
540 Rent for work equipment.....	5,672 08	5,492 53
541 Joint facility rents.....	683,544 04	933,503 27
542 Rent for leased roads.....	1,276,119 89	1,452,709 02
543 Miscellaneous rents.....	88,426 63	75,609 51
544 Miscellaneous tax accruals.....	162,061 57	124,477 33
545 Separately operated properties—Loss.....	759,059 63	802,470 03
546 Interest on Funded Debt.....	40,438,235 34	38,361,704 14
546A Interest on Dominion Government advances.....	31,450,381 89	31,271,043 00
547 Interest on unfunded debt.....	109,025 87	377,115 47
548 Amortization of discount on funded debt.....	514,024 12	317,671 51
551 Miscellaneous Income charges.....	58,894 11	608,538 04
Miscellaneous appropriations of income.....	57,606 14	—
Total deductions from gross income.....	77,724,151 45	76,233,308 14
Net income deficit.....	\$ 41,444,764 42	\$ 54,860,419 22

## DEPARTMENT OF RAILWAYS AND CANALS

## RAILWAY OPERATING REVENUES AND EXPENSES

	Year ending December 31, 1925	Year ending December 31, 1924
	\$ cts.	\$ cts.
<i>Railway Operating Revenues—</i>		
101 Freight.....	180,482,543 54	171,045,297 89
102 Passenger.....	36,618,481 66	37,233,998 44
103 Excess baggage.....	231,255 70	255,433 14
104 Sleeping car.....	1,952,221 20	1,793,096 14
105 Parlor and chair car.....	277,529 51	305 162 69
106 Mail.....	3,554,10 23	3,595,26 61
107 Express.....	13,316,773 17	13,316,628 94
108 Other passenger train.....	110,053 78	143,494 01
109 Milk.....	429,399 66	455,759 51
110 Switching.....	2,952,959 18	2,562,474 71
111 Special service train.....	65,386 16	72,888 87
113 Water transfers—Freight.....		1,251 29
114 Water transfers—Passengers.....	3,992 20	7,384 70
115 Water Transfers—Vehicles and live stock.....	16,367 67	3,602 00
116 Water Transfers—Other.....	621 50	1,455 50
131 Dining and Buffet.....	1,420,097 56	1,397,477 27
132 Restaurant.....	73,597 72	137,547 40
133 Station, Train and Boat Privileges.....	171,905 07	161,549 99
134 Parcel Room.....	110,396 25	111,407 91
135 Storage—Freight.....	190,421 59	170,813 40
136 Storage—Baggage.....	51,050 27	60,737 76
137 Demurrage.....	672,685 34	647,335 09
138 Telephone and Telegraph.....	2,559 40	2,170 09
139 Grain elevators.....	502,988 19	438,413 65
140 Stockyards.....		5,213 78
142 Rents of buildings and other property.....	302,493 10	250,876 61
143 Miscellaneous.....	1,538,415 39	1,475,582 85
151 Joint Facility—Credit.....	17,436 90	30,733 58
152 Joint Facility—Debit.....	94,629 83	94,866 27
Total operating revenues.....	244,971,202 61	235,588,182 55
<i>Railway operating expenses—</i>		
Maintenance of way and structures.....	43,006,813 70	44,039,965 51
Maintenance of equipment.....	47,902,092 16	47,972,444 24
Traffic.....	6,726,472 90	6,892,751 22
Transportation.....	106,477,437 08	110,085,033 62
Miscellaneous operations.....	2,253,050 54	2,381,469 56
General.....	7,223,773 87	7,633,834 05
Transportation for investment—Credit.....	882,852 43	661,567 18
Total operating expenses.....	212,706,787 82	218,343,931 07



## RAILWAY OPERATING EXPENSES

	Year ending December 31, 1925		Year ending December 31, 1924	
	\$	cts.	\$	cts.
<i>Maintenance of way and structures—</i>				
201 Superintendence.....	3,088,890	28	3,023,317	09
202 Roadway maintenance.....	4,155,070	28	3,965,740	73
206 Tunnels and subways.....	54,377	79	34,036	63
208 Bridges, trestles and culverts.....	3,274,666	16	3,101,788	24
212 Ties.....	7,109,284	39	6,814,905	25
214 Rails.....	2,739,682	38	3,676,122	51
216 Other track material.....	2,067,095	59	1,961,999	13
218 Ballast.....	487,260	19	426,280	21
220 Track laying and surfacing.....	11,471,947	68	11,443,053	17
221 Right of way fences.....	444,485	64	414,150	94
223 Snow and Sand fences and snow sheds.....	35,774	70	34,381	51
225 Crossings and signs.....	488,284	65	559,161	46
227 Station and office buildings.....	1,483,253	94	1,679,081	49
229 Roadway buildings.....	184,085	48	150,499	87
231 Water stations.....	538,812	18	544,412	26
233 Fuel stations.....	180,594	59	211,914	83
235 Shops and enginehouses.....	1,463,677	64	1,574,290	55
237 Grain elevators.....	55,726	33	107,869	62
241 Wharves and docks.....	137,165	55	285,923	56
243 Coal and ore wharves.....	22,561	26	50,560	89
245 Gas producing plants.....	266	57	1,619	20
247 Telegraph and telephone lines.....	490,351	10	503,824	23
249 Signals and interlockers.....	425,523	95	421,541	32
253 Power plant buildings.....	3,270	81	3,401	51
255 Power sub-station buildings.....	0	69	544	77
257 Power transmission systems.....	10,839	52	14,651	09
259 Power distribution systems.....	24,624	72	42,228	63
261 Power Line poles and fixtures.....	88	28	206	75
275 Miscellaneous structures.....	4,303	94	3,250	95
267 Paving.....	11,080	32	1,143	96
269 Roadway machines.....	261,247	55	251,270	78
271 Small tools and supplies.....	524,694	41	601,644	29
272 Removing snow, ice and sand.....	1,753,928	28	1,773,208	12
273 Assessments for public improvements.....	5,580	82	20,838	79
274 Injuries to persons.....	279,111	48	416,075	30
275 Insurance.....	386,991	33	658,736	65
276 Stationery and printing.....	75,575	83	99,193	40
277 Other expenses.....	28,257	29	27,729	34
278 Maintaining joint tracks, yards and other facilities—Dr.....	325,297	23	329,819	70
279 Maintaining joint tracks, yards and other facilities—Cr.....	1,086,917	12	1,190,453	21
Total.....	43,006,813	70	44,039,965	51

## DEPARTMENT OF RAILWAYS AND CANALS

## RAILWAY OPERATING EXPENSES—Continued

	Year ending December 31, 1925	Year ending December 31, 1924
	\$ cts.	\$ cts.
<i>Maintenance of Equipment—</i>		
301 Superintendence.....	1,712,478 29	1,677,547 44
302 Shop machinery.....	1,219,849 83	1,319,069 20
304 Power plant machinery.....	84,529 76	100,271 06
306 Power sub-station apparatus.....	240 14	696 94
308 Steam locomotives—Repairs.....	16,019,269 40	17,319,361 14
309 Steam locomotives—Depreciation..... (U.S. Lines only)	449,443 46	421,890 26
310 Steam locomotives—Retirements.....	1,493,889 13	895,149 07
311 Other locomotives—Repairs.....	45,287 51	40,845 91
312 Other locomotives—Depreciation..... do	3,834 72	3,834 78
314 Freight train cars—Repairs.....	15,192,555 99	15,013,169 16
315 Freight train cars—Depreciation..... do	539,145 51	525,017 68
316 Freight train cars—Retirements.....	1,540,615 81	1,263,273 77
317 Passenger train cars—Repairs.....	6,348,616 60	6,336,565 06
318 Passenger train cars—Depreciation..... do	45,155 98	52,271 80
319 Passenger train cars—Retirements.....	92,294,56	55,662 56
320 Motor equipment of cars—Repairs.....	63,286 83	20,692 97
321 Motor equipment of cars—Depreciation..... do	194 78	—
323 Floating equipment—Repairs.....	138,538 80	139,555 51
324 Floating equipment—Depreciation..... do	25,856 50	25,926 12
326 Work equipment—Repairs.....	1,896,612 06	1,832,308 60
327 Work equipment—Depreciation..... do	23,225 75	31,163 45
328 Work equipment—Retirements.....	242,350 99	121,662 08
329 Miscellaneous equipment—Repairs.....	17,034 41	13,145 39
330 Miscellaneous equipment—Depreciation..... do	63 84	—
331 Miscellaneous equipment—Retirements.....	1,492 72	—
332 Injuries to persons.....	240,245 90	345,036 82
333 Insurance.....	479,996 08	502,042 78
334 Stationery and Printing.....	80,882 69	92,204 71
335 Other expenses.....	39,790 70	18,465 47
336 Maintaining joint equipment at terminals, Dr.....	56,206 54	51,611 18
337 Maintaining joint equipment at terminals, Cr.....	190,893 12	245,996 67
Total.....	47,902,092 16	47,972,444 24
<i>Traffic Expenses—</i>		
351 Superintendence.....	1,882,435 06	1,875,602 24
352 Outside agencies.....	2,428,136 28	2,465,739 71
353 Advertising.....	1,042,573 06	1,251,278 56
353 Radio.....	240,686 49	118,532 01
354 Traffic associations.....	93,232 23	95,942 37
356 Industrial bureau.....	63,368 32	60,457 97
356 Colonization, agriculture and natural resources.....	448,300 40	391,454 11
356 British empire exhibition.....	60,538 47	226,387 51
357 Insurance.....	902 09	808 82
358 Stationery and printing.....	373,091 45	358,127 06
359 Other expenses.....	93,209 05	48,420 86
Total.....	6,726,472 90	6,892,751 22



## RAILWAY OPERATING EXPENSES—Continued

	Year ending December 31, 1925	Year ending December 31, 1924
	\$ cts.	\$ cts.
<i>Transportation Rail Line—</i>		
371 Superintendence.....	3,967,947 56	3,610,188 71
372 Dispatching trains.....	1,406,196 42	1,399,128 67
373 Station employees.....	16,005,482 48	16,043,902 37
374 Weighing, inspection and demurrage bureaus.....	73,329 50	71,170 77
375 Coal and ore wharves.....	109,061 55	141,965 27
376 Station supplies and expenses.....	1,429,002 45	1,497,846 19
377 Yardmasters and yard clerks.....	2,435,119 26	2,436,287 56
378 Yard conductors and brakemen.....	4,894,242 58	4,842,181 65
379 Yard, switch and signal tenders.....	700,975 01	724,539 50
380 Yard enginemen.....	3,475,583 74	3,428,229 34
381 Yard motormen.....	27,628 06	26,087 70
382 Fuel for yard locomotives.....	4,796,161 91	5,198,621 15
383 Yard switching power produced.....	15,845 67	18,445 19
384 Yard switching power purchased.....	44,231 57	44,403 91
385 Water for yard locomotives.....	192,135 59	190,153 43
386 Lubricants for yard locomotives.....	47,413 04	51,067 07
387 Other Supplies for yard locomotives.....	45,996 84	51,690 20
388 Enginehouse expenses—Yard.....	1,437,965 69	1,432,442 71
389 Yard supplies and expenses.....	119,688 67	119,550 96
390 Operating joint yards and terminals, Dr.....	865,105 71	823,831 89
391 Operating joint yards and terminals, Cr.....	1,278,170 29	1,292,990 70
392 Train enginemen.....	10,054,017 25	10,329,289 31
393 Train motormen.....	75,597 19	56,884 90
394 Fuel for train locomotives.....	21,070,804 78	22,859,850 71
395 Train power produced.....	12,579 92	15,873 91
396 Train power purchased.....	62,468 34	45,535 83
397 Water for train locomotives.....	1,067,608 79	1,166,571 03
398 Lubricants for train locomotives.....	299,396 57	315,948 30
399 Other supplies for train locomotives.....	196,097 79	227,014 20
400 Enginehouse expenses—Train.....	3,819,093 44	3,997,535 95
401 Trainmen.....	11,109,663 10	11,349,961 29
402 Train supplies and expenses.....	4,682,635 07	4,682,755 66
403 Operating sleeping cars.....	987,223 35	972,430 72
404 Signal and interlocker operation.....	559,348 32	562,711 49
405 Crossing protection.....	723,685 98	734,310 92
406 Drawbridge operation.....	112,353 05	111,490 65
407 Telegraph and telephone operation.....	84,244 10	124,772 34
408 Operating floating equipment.....	928,654 32	913,072 68
409 Express service.....	6,112,992 71	6,364,533 48
410 Stationery and printing.....	929,164 91	855,036 75
411 Other expenses.....	343,756 38	388,287 06
412 Operating joint tracks and facilities, Dr.....	189,674 32	168,427 08
413 Operating joint tracks and facilities, Cr.....	439,173 76	375,634 35
414 Insurance.....	420,281 51	487,786 99
415 Clearing wrecks.....	449,155 64	499,515 82
416 Damage to property.....	132,085 52	120,764 58
417 Damage to stock on right-of-way.....	59,324 56	69,242 52
418 Loss and damage—Freight.....	1,101,377 00	1,186,544 69
419 Loss and damage—Baggage.....	4,353 53	6,789 65
420 Injuries to persons.....	677,030 39	989,005 92
Total.....	106,477,437 08	110,085,033 62

RAILWAY OPERATING EXPENSES—*Concluded*

	Year ending December 31, 1925	Year ending December 31, 1924
	\$ cts.	\$ cts.
<i>Miscellaneous Operations—</i>		
441 Dining and buffet service.....	1,947,806 05	2,029,174 07
442 Restaurants.....	66,229 88	121,356 28
443 Grain elevators.....	214,780 46	223,046 70
446 Other miscellaneous operations.....	24,234 15	7,892 51
Total miscellaneous operations.....	2,253,050 54	2,381,469 56
<i>General Expenses—</i>		
451 Salaries and expenses of general officers.....	986,024 69	990,957 88
452 Salaries and expenses of clerks and attendants.....	2,793,972 19	4,281,896 34
453 General office Supplies and expenses.....	475,451 63	564,792 25
454 Law expenses.....	481,857 66	479,893 78
455 Insurance.....	3,073 00	2,793 49
456 Relief department expenses.....	27,500 00	27,500 00
457 Pensions.....	816,288 23	682,023 96
458 Stationery and printing.....	178,039 09	236,811 96
459 Valuation expenses.....	34,583 51	33,040 43
460 Other expenses.....	430,668 86	337,697 64
461 General joint facilities, Dr.....	6,960 51	7,167 44
462 General joint facilities, Cr.....	10,645 50	10,741 12
Total general expenses.....	7,223,773 87	7,633,834 05

EXPENDITURES, LESS RETIREMENTS, DURING THE YEAR 1925, APPLICABLE TO  
INVESTMENT IN ROAD AND EQUIPMENT*Road—*

1 Engineering.....	\$ 349,054 74
2 Land for transportation purposes.....	729,710 88
3 Grading.....	2,480,515 36
5 Tunnels and subways.....	26,756 36
6 Bridges, trestles and culverts.....	1,685,448 59
7 Elevated structures.....	235 77
8 Ties.....	1,414,236 77
9 Rails.....	1,984,698 84
10 Other track material.....	1,865,883 19
11 Ballast.....	819,279 45
12 Track laying and surfacing.....	1,208,873 49
13 Right-of-Way fences.....	198,121 36
14 Snow and sand fences and snow sheds.....	29,427 81
15 Crossings and signs.....	392,414 12
16 Station and office buildings.....	796,311 23
17 Roadway buildings.....	31,742 42
18 Water stations.....	254,616 11
19 Fuel stations.....	51,458 40
20 Shops and engine houses.....	452,668 28
21 Grain elevators.....	14,454 22
22 Storage warehouses.....	160 01
23 Wharves and docks.....	32,701 20
24 Coal and ore wharves.....	391 09
25 Gas producing plants.....	399 99
26 Telegraph and telephone lines.....	59,832 77
27 Signals and interlockers.....	83,423 64
29 Power plant buildings.....	58,809 28
30 Power Sub-station buildings.....	2,990 39
31 Power transmission systems.....	7,884 67
32 Power distribution systems.....	84,932 76
33 Power lines, poles and fixtures.....	69,240 59
34 Underground conduits.....	7,911 15
35 Miscellaneous structures.....	245,281 07
36 Paving.....	3,342 82
37 Roadway machines.....	28,450 55
38 Roadway small tools.....	2,736 37
39 Assessments for public improvements.....	118,451 07
40 Revenues and operating expenses during construction.....	7,288 37
41 Cost of road purchased.....	201 89
43 Other expenditures—Road.....	3,664 63
44 Shop machinery.....	62,097 93
45 Power plant machinery.....	133,764 59
46 Power sub-station apparatus.....	5,420 53
47 Unapplied construction material and supplies.....	5,034 50
	<b>\$ 15,763,796 43</b>



EXPENDITURES, LESS RETIREMENTS, DURING THE YEAR 1925, APPLICABLE TO INVESTMENT IN ROAD AND EQUIPMENT—*Concluded**Equipment—*

51 Steam locomotives.....	\$	1,067,987	59
53 Freight train cars.....		488,906	12
54 Passenger train cars.....		1,363,198	37
55 Motor equipment of cars.....		523,223	84
56 Floating equipment.....		4,132	54
57 Work equipment.....		32,604	08
58 Miscellaneous equipment.....		12,725	18
	\$	1,201,644	43

*General—*

71 Organization expenses.....	\$	16	83
72 General officers and clerks.....		16	83
73 Law.....		557	15
74 Stationery and printing.....		4,232	72
75 Taxes.....		7,970	02
76 Interest during construction.....		183,570	07
77 Other expenditures—General.....		27,119	81
	\$	222,301	83

Total.....	\$	17,277,742	69
Investment expenditures under suspense appropriations.....		264,111	05
Investment expenditures by separately operated properties.....		1,044,708	54
Transfers between balance sheet accounts not applicable to year's expenditures.....		621,734	98
Change in A/c 701 during year.....	\$	17,964,827	30
Balance at January 1, 1925.....		1,837,072,740	64
Balance at December 31, 1925, as per balance sheet.....	\$	1,855,037,567	94

## A/C 702—IMPROVEMENTS ON LEASED RAILWAY PROPERTY DURING YEAR 1925

*Road—*

1 Engineering.....	\$	10,551	41
2 Land for transportation purposes.....		28,088	34
3 Grading.....		106,334	70
6 Bridges, trestles and culverts.....		82,557	68
8 Ties.....		19,985	58
9 Rails.....		64,363	99
10 Other track material.....		61,561	70
11 Ballast.....		11,412	26
12 Track laying and surfacing.....		19,489	38
13 Right-of-way fences.....		457	23
14 Snow and sand fences and snow sheds.....		5,269	21
15 Crossings and signs.....		35,222	89
16 Station and office buildings.....		14,654	80
17 Roadway Buildings.....		5,558	98
18 Water stations.....		5,726	93
19 Fuel stations.....		1,008	27
20 Shops and engine houses.....		31,207	13
21 Grain elevators.....		357	53
23 Wharves and docks.....		6,899	94
26 Telegraph and telephone lines.....		7,711	97
27 Signals and interlockers.....		3,038	16
31 Power transmission systems.....		1,073	30
32 Power distribution systems.....		869	66
33 Power lines, poles and fixtures.....		7	92
37 Roadway machines.....		798	13
38 Roadway small tools.....		234	60
39 Assessments for local improvements.....		6,844	55
44 Shop machinery.....		5,248	52
45 Power plant machinery.....		4,507	39
	\$	514,300	85

*Equipment—*

51 Steam locomotives.....	\$	4,391	01
53 Freight train cars.....		981	02
57 Work equipment.....		93,970	58
58 Miscellaneous equipment.....		304	00
	\$	99,088	61
Total.....	\$	415,262	24

Investment expenditures under suspense appropriations.....		7,115	14
Investment expenditures by separately operated properties.....		22,481	77
Change in A/c 702 during year.....	\$	430,628	87
Balance at January 1, 1925.....		5,860,651	08
Balance at December 31, 1925, as per balance sheet.....	\$	6,291,279	95

Expenditures on properties leased from one System Company to another are included in this account.

## STATEMENT SHOWING DETAILS OF EQUIPMENT ON HAND DECEMBER 31, 1924, ADDITIONS, RETIREMENTS AND POSITION AT DECEMBER 31, 1925

	December 31, 1924 (Revised)	Additions during year	Retirements during year	December 31, 1925
<i>Locomotives—</i>				
Passenger—Freight.....	2,769	5	134	2,640
Switching.....	513	6	10	509
Electric locomotives.....	12			12
Total locomotives.....	3,294	11	144	3,161
<i>Freight equipment—</i>				
Box cars.....	86,877	507	1,562	85,822
Flat cars.....	11,415	22	603	10,834
Stock cars.....	6,189	2	317	5,874
Coal cars.....	17,058	137	252	16,943
Tank cars.....	142			142
Refrigerator cars.....	3,108		39	3,069
Caboose cars.....	1,753	74	63	1,764
Other cars in freight service.....	2,240	40	329	1,951
Total freight equipment.....	128,782	782	3,165	126,399
<i>Passenger equipment:—</i>				
First class cars.....	982		13	969
Second class cars.....	251	7	6	252
Combination cars.....	285	2	7	280
Immigrant cars.....	327	12	7	332
Dining cars.....	84			84
Parlor cars.....	132	1		133
Sleeping cars.....	253	5	3	255
Postal cars.....	99		6	93
Baggage & Express Cars.....	1,053	24	25	1,052
Unit cars.....	25	13		38
Other cars in passenger service.....	47	29		76
Total passenger equipment.....	3,538	93	67	3,564
<i>In Company's Service:—</i>				
Business and pay cars.....	75	1	3	73
All other cars in Company's service.....	6,927	565	458	7,034
Total in Company's service.....	7,002	566	461	7,107
Total cars.....	139,322	1,441	3,693	137,070
<i>Floating Equipment:—</i>				
Car ferries.....	8			8
Barges.....	5			5
Tugs.....	3			3
Work.....	4	1	1	4

## COMPARATIVE STATEMENT OF OPERATING REVENUE PAID IN LABOUR AND THE AVERAGE NUMBER OF EMPLOYEES

	1925	1924	Increase or decrease	Per cent increase or decrease
Gross earnings.....	\$244,971,202 61	\$235,588,182 55	Inc. \$9,383,020 06	3.98
Operating labour.....	127,197,272 73	127,216,017 40	Dec. " 18,744 67	.01
Ratio of labour to gross earnings.....	51 92	54 00	Dec. " 2 08	3.85
Comparison of payroll (including betterments).....	141,025,939 00	143,242,026 00	Dec. 2,216,087 00	1.55
Average number of employees.....	95,785	98,875	Dec. 3,090	3.13



## COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF OPERATING RATIO AS BETWEEN LABOUR, FUEL AND OTHER EXPENSES

	1925	1924	Increase or decrease	Per cent increase or decrease
Labour.....	51 92	54 00	Dec. 2 08	3.85
Fuel.....	10 56	11 91	Dec. 1 35	11.34
Other expenses.....	24 35	26 77	Dec. 2 42	9.04
Total.....	86 83	92 68	Dec. 5 85	6.31

## COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF OPERATING RATIO OVER GENERAL ACCOUNTS

	1925	1924
Maintenance of way and structures.....	17 56	18 69
Maintenance of equipment.....	19 55	20 36
Traffic.....	2 75	2 93
Transportation.....	43 46	46 73
Miscellaneous operations.....	92	1 01
General.....	2 95	3 24
Transportation for investment—Credit.....	36	28
Total.....	86 83	92 68

## COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF DOLLAR SPENT AS BETWEEN LABOUR, FUEL AND OTHER EXPENSES

	1925	1924
Labour.....	59 80	58 26
Fuel.....	12 16	12 85
Other expenses.....	28 04	28 89
Total.....	100 00	100 00

## COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF DOLLAR SPENT OVER GENERAL ACCOUNTS

	1925	1924
	Cents	Cents
Maintenance of way and structures.....	20	20
Maintenance of equipment.....	23	22
Traffic.....	03	03
Transportation—Rail.....	50	50
Miscellaneous operations.....	01	01
General.....	03	04
Transportation for investment—Credit.....	—	—
Total.....	100	100

## LOANS FROM DOMINION OF CANADA

	Principal outstanding at Dec. 31, 1925	Interest accrued 1925	Interest accrued 1924
	\$ cts.	\$ cts.	\$ cts.
<i>Canadian National—Grand Trunk—</i>			
6% 1920/1921 loan.....	25,000,000 00	1,500,000 00	1,500,000 00
6% 1921/1922 loan.....	55,293,435 18	3,317,606 10	3,317,606 10
6% 1922/1923 vote No. 137.....	23,288,747 15	1,397,324 82	1,397,324 76
Advance a/c G.T.P. 4% debentures.....	15,000,000 00	600,000 00	600,000 00
Various interest adjustments.....	—	114,752 82	161,548 80
<i>Grand Trunk Pacific—</i>			
6% Appropriation Act, 1916.....	4,555,843 45	273,350 60	273,350 60
6% Appropriation Act, 1917.....	4,196,073 72	251,764 42	251,764 42
6% Appropriation Act, 1918.....	5,787,439 93	347,246 40	347,246 40
6% Orders in Council.....	6,000,000 00	360,000 00	360,000 00
Advances to pay guaranteed interest.....	20,506,493 55	—	—
Receiver's certificates 5% and 6%.....	53,768,865 94	3,081,487 44	2,865,405 33
3% G.T.P. bonds held by Government.....	33,048,000 00	991,440 00	991,440 00
<i>Canadian Northern Railway—</i>			
3½% advances under 1911 legislation.....	2,396,099 68	83,863 48	83,863 48
4% advances under 1914 legislation.....	5,294,000 02	211,760 00	211,760 00
5% advances under 1915 legislation.....	10,000,000 00	500,000 00	500,000 00
6% advances under 1916 legislation.....	15,000,000 00	900,000 00	900,000 00
6% advances under 1917 legislation.....	25,000,000 00	1,500,000 00	1,500,000 00
6% advances under 1918 legislation.....	25,000,000 00	1,500,000 00	1,500,000 00
6% advances under 1918 War Measure Act.....	1,887,821 16	113,269 26	113,269 26
6% equipment Loans under Chap. No. 38, 1918.....	13,951,328 28	837,079 70	837,079 70
6% advances under 1919 Appropriation Act.....	35,000,000 00	2,100,000 00	2,100,000 00
6% advances under vote No. 96—1919.....	23,362,212 73	1,401,732 76	1,401,732 76
6% advances under vote No. 127—1920.....	48,611,077 00	2,916,664 62	2,916,664 62
6% advances under vote No. 115—1920.....	15,503,426 34	930,205 58	930,205 58
6% advances under vote No. 113—1921.....	1,725,723 30	103,543 40	103,543 40
6% advances under vote No. 126—1921.....	24,500,000 00	1,470,000 00	1,470,000 00
6% advances under vote No. 126, G.T.P. 1921/1922.....	11,733,625 27	704,017 52	704,017 52
6% advances under vote No. 126, G.T.R. 1921/1922.....	8,186,181 15	491,170 86	491,170 86
6% advances under vote No. 136—1922-1923.....	42,800,000 00	2,568,000 00	2,568,000 00
6% advances under vote No. 115—1922-1923.....	2,315,805 79	138,948 34	138,948 34
6% advances under vote No. 139—1923-1924.....	12,655,019 57	759,301 17	817,564 85
5% advances under vote No. 137—1924-1925.....	1,318,315 86	215,358 24	240,633 82
	572,685,535 07	31,450,381 89	31,271,043 00



## A/C 546—"INTEREST ON FUNDED DEBT"

## A/C 755—"UNMATURED FUNDED DEBT"

Name of Security	Issuing company	Date of maturity	Principal outstanding at Dec. 31, 1925	Interest accrued 1925	Interest accrued 1924
			\$ cts.	\$ cts.	\$ cts.
<i>Guaranteed by Dominion Government—</i>					
5% Perpetual debenture stock.....	G.T.R.	Perpetual.....	20,782,491 67	1,039,124 58	1,039,124 58
5% G. W. perpetual debenture stock.....	G.T.R.	Perpetual.....	13,252,322 67	662,616 12	662,616 12
4% Perpetual debenture stock.....	G.T.R.	Perpetual.....	119,839,014 33	4,793,560 56	4,793,560 56
4% Northern Railway perpetual debenture stock.....	G.T.R.	Perpetual.....	1,499,979 67	59,999 18	59,999 18
4% Perpetual guaranteed stock.....	G.T.R.	Perpetual.....	60,833,333 33	2,433,333 33	2,433,333 23
7% Sinking fund gold debenture bonds.....	G.T.R.	Oct. 1, 1940.....	24,743,000 00	1,732,010 00	1,732,010 00
6% Sinking fund gold debenture bonds.....	G.T.R.	Sept. 1, 1936.....	25,000,000 00	1,500,000 00	1,500,000 00
3% 1st mortgage bonds (ex. Government holdings)	G.T.P.	Jan. 1, 1932.....	34,992,000 00	1,049,760 00	1,049,760 00
4% Sterling bonds, due 1962.....	G.T.P.	Jan. 1, 1962.....	8,440,848 00	337,633 92	337,633 92
3% 1st mortgage debenture stock.....	Can. Nor.	July 10, 1953.....	9,359,996 72	280,799 86	280,799 86
3% 1st mortgage debenture stock.....	Can. Nor.	July 20, 1958.....	7,896,538 26	276,380 46	276,380 46
4% Debenture stock and bonds.....	Can. Nor.	Sept. 1, 1934.....	17,060,333 33	682,413 34	682,413 34
7% Sinking fund debenture bonds.....	Can. Nor.	Dec. 1, 1940.....	24,793,000 00	1,735,510 00	1,735,510 00
6% Sinking fund debenture bonds.....	Can. Nor.	July 1, 1946.....	25,000,000 00	1,625,000 00	1,625,000 00
5% 3 year guaranteed notes.....	Can. Nor.	Mar. 1, 1925.....	—	91,666 66	550,000 00
4% 10 year gold bonds.....	Can. Nor.	Feb. 15, 1935.....	17,000,000 00	667,279 07	—
3% 1st mortgage debenture stock.....	C.N.A.	May 4, 1960.....	3,149,998 66	110,249 94	110,249 94
3% 1st mortgage debenture stock.....	C.N.O.	May 19, 1961.....	34,229,996 87	1,198,049 84	1,198,049 84
5% Equipment Trust—Series "G".....	Can. Nat.	Serially 1/8/1938.....	19,500,000 00	1,000,000 00	1,075,000 00
5% 30 year bonds.....	Can. Nat.	Feb. 1, 1954.....	50,000,000 00	2,500,000 00	2,261,858 75
4% 3 year guaranteed gold notes.....	Can. Nat.	July 1, 1927.....	20,000,000 00	800,000 00	305,753 33
4% 30 year guaranteed gold bonds.....	Can. Nat.	Sept. 15, 1954.....	26,000,000 00	1,170,000 00	334,839 04
4% 5 year gold bonds.....	Can. Nat.	Feb. 15, 1930.....	18,000,000 00	706,530 78	—
<i>Guaranteed by Province of Ontario—</i>					
3% 1st mortgage Debenture stock.....	C.N.O.	1936 and 1938.....	7,859,997 59	275,099 90	275,099 90
<i>Guaranteed by Province of Manitoba—</i>					
4% Consolidated debenture bonds.....	Can. Nor.	June 30, 1930.....	10,785,993 31	431,416 74	431,361 86
4% Sifton branch bonds.....	Can. Nor.	Feb. 1, 1929.....	1,137,340 00	45,493 60	45,493 60
4% Gilbert plains branch bonds.....	Can. Nor.	Nov. 1, 1930.....	2,433 33	97 32	97 32
4% Man. & south eastern bonds.....	Can. Nor.	Feb. 1, 1929.....	510,513 34	20,442 91	20,498 38
4% Ontario division bonds.....	Can. Nor.	June 30, 1930.....	5,679,886 66	227,166 27	227,078 67
4% Ontario division bonds.....	Can. Nor.	June 30, 1930.....	64,726 67	2,945 55	3,044 10
4% Winnipeg terminal bonds.....	Can. Nor.	July 1, 1939.....	3,000,000 00	120,000 00	120,000 00
4% 1st mortgage debenture stock.....	Can. Nor.	June 30, 1930.....	2,859,998 87	114,399 92	114,399 92
4% Province of Manitoba bonds.....	Can. Nor.	Oct. 1, 1930.....	349,000 00	13,960 00	13,960 00
<i>Guaranteed by Province of Saskatchewan—</i>					
4% 1st mortgage bonds.....	G.T.P.	Jan. 22, 1939.....	9,374,062 00	394,962 48	394,962 48
4% 1st Mortgage debenture stock.....	Can. Nor.	Jan. 23, 1939.....	8,029,999 99	321,200 00	321,200 00
<i>Guaranteed by Province of Alberta—</i>					
4% 1st Mortgage bonds—1942.....	G.T.P.	Feb. 15, 1942.....	1,153,764 00	46,150 56	46,150 56
4% 1st mortgage bonds—1939.....	G.T.P.	Feb. 15, 1949.....	2,430,000 00	97,200 00	97,200 00
4% 1st mortgage debenture stock.....	Can. Nor.	Feb. 25, 1939.....	5,586,665 64	223,466 62	223,466 62
4% 1st mortgage deb. stock & bonds—1943.....	C.N.W.	Oct. 22, 1943.....	2,799,997 73	125,999 99	125,999 90
4% 1st mortgage deb. stock & bonds—1942.....	C.N.W.	Feb. 16, 1942.....	6,424,000 00	289,080 00	289,080 00
<i>Guaranteed by Province of British Columbia—</i>					
4% 1st mortgage debenture stock.....	C.N.P.	Apr. 2, 1950.....	16,412,001 13	656,480 07	656,480 07
4% Terminal debenture stock.....	C.N.P.	Apr. 2, 1950.....	8,614,000 00	387,630 00	387,630 00
Carried forward.....			674,947,283 77	30,245,109 48	27,837,095 63

\*These securities are not guaranteed but may be exchanged for 4% Ontario Division Bonds.

## A/C-546—"INTEREST ON FUNDED DEBT"—Continued

## A/C-755—"UNMATURED FUNDED DEBT"—Continued

Name of Security	Issuing company	Date of maturity	Principal outstanding at Dec. 31, 1924	Interest accrued 1925	Interest accrued 1924
			\$ cts.	\$ cts.	\$ cts.
Brought forward.....			674,947,283 77	30,245,109 48	27,837,095 63
<i>Unguaranteed (By Provinces or Dominion)—</i>					
4% Canada Atlantic 1st mortgage bonds.....	G.T.R.....	Jan. 1, 1955.....	16,000,092 00	640,003 68	640,003 68
7% Wellington, Grey and Bruce bonds.....	G.T.R.....	By drawings.....	230,193 33	26,876 66	26,800 70
6% Northern railway 3rd preference bonds.....	G.T.R.....	Indeterminable.....	70,566 66	4,234 00	4,234 00
5% Equipment trust—Series "D".....	G.T.R.....	Serially 1/8/1927.....	500,000 00	29,166 67	41,666 67
6% Equipment trust notes "U.S.R.A.".....	G.T.R.....	Serially 15/1/1935.....	599,000 00	35,940 00	39,534 00
6½% Equipment trust certificates "F".....	G.T.R.....	Feb. 1, 1936.....	11,230,000 00	729,950 00	729,950 00
3½% 1st mortgage bonds.....	N.E. Elev. Co.....	Serially 1/7/1941.....	160,000 00	6,087 50	Charged A/C 542
4% 1st mortgage bonds.....	Port. Elev. Co.....	Serially 1/1/1937.....	60,000 00	2,400 00	Charged A/C 542.
4% 1st mortgage bonds.....	Pem. Southern.....	Sept. 1, 1956.....	150,000 00	6,000 00	Charged A/C 542
4% 2nd mortgage prairie "A".....	G.T.P.....	April 1, 1955.....	10,206,000 00	408,240 00	408,240 00
4% 2nd mortgage mountain "B".....	G.T.P.....	April 1, 1955.....	9,963,000 00	398,520 00	3098,52 00
4% 1st mortgage Lake Superior.....	G.T.P.....	April 1, 1955.....	7,533,000 00	301,320 00	301,320 00
4% Perpetual debenture stock.....	G.T.P.....	Perpetual.....	34,879,252 86	1,395,170 12	1,395,170 12
4% Perpetual con. debenture stock.....	Can. Nor.....	Perpetual.....	44,943,019 40	1,797,720 74	1,797,720 74
4½% Prince Albert branch bonds.....	Can. Nor.....	June 30, 1930.....	300,000 00	13,500 00	13,500 00
6% Equipment trust—Series "A".....	Can. Nor.....	Serially 1/7/1928.....	1,250,000 00	88,500 00	115,500 00
6% Equipment trust—Series "B".....	Can. Nor.....	Serially 1/1/1929.....	2,625,000 00	168,750 00	213,750 00
6% Equipment trust—Series "C".....	Can. Nor.....	Serially 1/5/1929.....	2,625,000 00	183,750 00	228,750 00
6% Equipment trust—Series "D".....	Can. Nor.....	Serially 1/12/1929.....	3,600,000 00	210,000 00	255,000 00
7% Equipment trust—Series "E".....	Can. Nor.....	May 1, 1935.....	14,000,000 00	980,000 00	980,000 00
5% Equipment trust—Series "L-1".....	Can. Nor.....	Serially 1/8/1926.....	128,000 00	8,600 00	15,10 00
4% Perpetual Con. debenture stock.....	C.N.O.....	Perpetual.....	8,724,113 20	348,964 50	348,964 50
5% 1st mortgage bonds.....	C.O.R.....	Jan. 1, 1934.....	783,046 66	39,237 50	39,712 00
5% 1st mortgage funds.....	Bay of Quinte.....	Jan. 2, 1927.....	730,000 00	36,500 00	36,500 00
4% Perpetual con. debenture stock.....	C.N.Q.....	Perpetual.....	5,250,369 26	210,014 78	210,14 76
4% 1st mortgage gold bond.....	G.N. of C.....	Oct. 1, 1934.....	3,510,250 00	140,410 00	140,410 00
4% 1st mortgage perp. debenture stock.....	Q.&L.St.J.....	Perpetual.....	4,252,503 06	170,100 14	170,100 14
3½% 1st mortgage bonds.....	H. & S. W.....	Sept. 03, 1942.....	4,447,000 00	155,645 00	155,645 00
4% 1st mortgage debenture stock.....	Q.L.L.&S.R.....	July 1, 19136.....	5,019,539 86	200,781 14	200,781 14
5% 1st mortgage rent charge bonds.....	M.R.L. & Tml. & C.N.C. & O. Dock.....	April 15, 1970.....	1,771,953 33	89,940 05	93,700 57
4% 1st mortgage debenture stock.....	D.W. & P.....	June 1, 1939.....	7,004,997 27	280,200 00	280,200 00
4% 1st mortgage bonds.....	G.T.W.....	July 1, 1950.....	10,964,416 00	438,576 64	438,576 64
6% Equipment trust notes "U.S.R.A.".....	G.T.W.....	Serially 15/1/1935.....	2,065,000 00	124,416 25	136,806 25
5% 1st mortgage bonds.....	G.T. Jct.....	Jan. 1, 1934.....	938,960 00	46,948 00	46,948 00
4½% Equipment trust series "H".....	Can. Nat.....	Serially 1/7/1939.....	8,760,000 00	407,812 50	161,237 10
Int. on securities retired in 1924.....					460,152 50
Fixed charges due public per income A/C 546.....				40,438,235 34	38,361,704 14
4% Montreal Warehousing Company firsts.....		April 1, 1936.....	136,000 00	Interest in result of separately Operated properties	
5% Rail & River Coal Company, firsts.....		April 1, 1938.....	1,495,000 00		
5% Niagara, St. Catharines & Toronto Ry. Co., firsts.....		Nov. 1, 1929.....	1,098,000 00		
4½% Toronto Suburban debenture stock.....		July 15, 1961.....	2,628,000 00		
Canadian National Realities Ltd., outstanding mortgages.....		Various.....	847,900 00	Interest not earned.	
5% Canadian Northern income charge debenture stock.....		May 6, 1930.....	24,137,846 08		
Total debt held by public (including bonds held in sinking funds) as per balance Sheet A/C 755.....			931,320,302 74		



## STATISTICS OF RAIL-LINE OPERATION

Item Number	Year 1925	Year 1924
1. Average mileage of road operated.....	21,936.49	21,865.99
<i>Train Miles—</i>		
11 Freight—Ordinary.....		
12 " —Light.....		
13 " —Total.....	30,209,725	29,811,416
14 Passenger.....	23,255,522	23,410,063
15 Mixed.....	3,668,878	3,672,533
16 Special.....	23,758	23,265
Unit cars.....	666,130	435,393
17 Total transportation service.....	57,824,013	57,352,670
18 Work Service.....	2,104,836	2,728,355
<i>Locomotive Miles—</i>		
21 Freight—Principal.....	30,231,806	29,834,085
22 " —Helper.....	655,159	669,494
23 " —Light.....	486,979	546,084
24 " —Total.....	31,373,944	31,049,663
25 Passenger—Principal.....	23,256,233	23,410,071
26 " —Helper.....	157,281	186,200
27 " —Light.....	462,952	491,566
28 " —Total.....	23,876,466	24,087,837
29 Mixed train—Principal.....	3,669,052	3,672,614
30 " —Helper.....	14,882	13,263
31 " —Light.....	39,006	41,989
32 " —Total.....	3,722,940	3,727,866
33 Special—Principal.....	23,770	23,265
34 " —Helper.....	1,589	1,516
35 " —Light.....	1,413	423
36 " —Total.....	26,772	25,204
37 Train switching.....	3,668,279	3,688,684
38 Yard switching—Freight.....	12,386,771	12,356,316
39 " —Passenger.....	1,037,465	1,085,686
40 " " —Total.....	13,424,236	13,442,002
41 Total transportation service.....	76,092,637	76,021,256
42 Work service.....	2,681,266	3,436,762
<i>Car Miles—</i>		
51 Freight train—Loaded.....	774,970,489	737,979,275
52 " —Empty.....	400,491,890	363,252,703
53 Sum of loaded and empty.....	1,175,462,379	1,101,231,978
54 Freight train—Caboose.....	30,563,461	30,194,756
56 " —Total.....	1,206,025,840	1,131,426,734
57 Passenger train—Passenger.....	59,843,758	59,255,893
58 " —Sleeping, parlor and observation.....	40,095,144	38,527,906
59 " —Dining.....	6,370,343	6,616,625
60 " —Unit cars.....	688,038	440,280
60 " —Other.....	56,255,188	56,055,979
61 " —Total.....	163,252,471	160,896,683

## STATISTICS OF RAIL-LINE OPERATION—Continued

Item Number	Year 1925	Year 1924
<i>Car Miles—Concluded</i>		
62 Mixed train—Freight—Loaded.....	22,384,204	20,819,698
63 " " —Empty.....	9,114,914	8,355,861
64 " " —Caboose.....	1,508,834	1,506,061
66 " " —Passenger.....	5,351,726	5,219,812
67 " " —Sleeping, parlor and observation.....	35,140	78,588
68 " " —Dining.....	1,374	1,847
69 " " —Other passenger train.....	2,112,231	2,205,499
70 " " —Total.....	40,508,423	38,187,366
71 Special train—Freight—Loaded.....	212,242	255,201
72 " " —Empty.....	3,156	4,385
73 " " —Caboose.....	20,422	21,476
75 " " —Passenger.....	61,875	51,105
76 " " —Sleeping, parlor and observation.....	24,367	25,853
77 " " —Dining.....	1,326	582
78 " " —Other passenger train.....	9,916	7,941
79 " " —Total.....	333,304	366,543
80 Total Transportation Service.....	1,410,120,038	1,330,877,326
81 Work Service.....	11,701,506	17,863,271
<i>Freight Service—</i>		
91 Tons—Revenue Freight.....	54,999,257	52,498,614
92 " —Non-Revenue Freight.....	9,490,037	9,698,732
93 " —Total.....	64,489,294	62,197,346
94 Ton Miles—Revenue Freight.....	18,026,790,000	16,932,406,010
95 " —Non-Revenue Freight.....	1,786,830,104	1,926,838,917
96 " —Total.....	19,813,620,104	18,859,244,927
<i>Passenger Service—</i>		
97 Passengers carried—Revenue.....	21,675,234	22,707,880
98 Passenger Miles.....	1,379,977,856	1,372,335,263
<i>Revenue and Expenses—</i>		
101 Freight Revenue.....	\$ 180,482,543 54	\$ 171,045,297 89
102 Passenger revenue.....	\$ 36,618,481 66	\$ 37,233,998 44
103 Passenger service train revenue.....	\$ 56,489,914 91	\$ 57,098,834 48
104 Operating revenues.....	\$ 244,971,202 61	\$ 235,588,182 55
105 Operating expenses.....	\$ 212,706,787 82	\$ 218,343,931 07
106 Net operating revenues.....	\$ 32,264,414 79	\$ 17,244,251 48
<i>Averages per Mile of Road—</i>		
111 Freight train miles.....	1,377	1,363
112 Passenger train miles.....	1,090	1,091
113 Mixed train miles.....	167	168
114 Special train miles.....	1	1
115 Transportation service train miles.....	2,636	2,623
116 Work train miles.....	96	125
117 Locomotive train miles—Transportation.....	3,469	3,477
118 Freight service car miles.....	56,494	53,160
119 Passenger service car miles.....	—,788	7,705
120 Freight revenue.....	\$ 8,227 50	\$ 7,822 44
121 Passenger service train revenue.....	\$ 2,575 16	\$ 2,611 31
122 Operating revenues.....	\$ 11,167 29	\$ 10,774 18
123 Operating expenses.....	\$ 9,696 48	\$ 9,985 54
124 Net operating revenues.....	\$ 1,470 81	\$ 788 64
125 Ton miles—Revenue freight.....	818,150	774,372
126 " —All freight.....	899,604	862,492
127 Passenger miles—Revenue.....	62,908	62,761
<i>Averages per Train Mile—</i>		
131 Loaded freight car miles—Freight trains.....	25.65	24.75
132 " " —Mixed ".....	6.10	5.67
133 Empty " " —Freight ".....	13.26	12.19
134 " " —Mixed ".....	2.48	2.28
135 Ton-miles—Revenue freight.....	540.60	516.83
136 " —All freight.....	594.42	575.64



## STATISTICS OF RAIL-LINE OPERATION—Concluded

Item Number	Year 1925	Year 1924
<i>Averages per Train Mile—Concluded</i>		
137 Passenger train car-miles—Passenger trains.....	6·82	6·75
138 " " —Mixed trains.....	2·04	2·04
139 Revenue passenger miles.....	56·09	55·86
140 Freight revenue.....	\$ 5 44	\$ 5 22
141 Passenger service train revenue.....	\$ 2 30	\$ 2 32
142 Operating revenues.....	\$ 4 24	\$ 4 11
143 Operating expenses.....	\$ 3 68	\$ 3 81
144 Net operating revenues.....	\$ 56	\$ 30
<i>Averages per Locomotive Mile—</i>		
151 Train Miles —Freight trains.....	·96	·96
152 Car " —Freight trains.....	38·44	36·44
153 Train " —Passenger trains.....	·97	·97
154 Car " —Passenger trains.....	6·81	6·66
155 Train " —Mixed trains.....	·99	·99
156 Car " —Mixed trains.....	10·88	10·24
157 Train " —Special train.....	·89	·92
158 Car " —Special train.....	12·45	14·54
<i>Averages per Loaded Freight Car Mile—</i>		
161 Ton-miles Revenue —Freight.....	22·51	22·31
162 " —All freight.....	24·75	24·85
163 Freight revenue.....	\$ 0·22635	\$ 0·22542
<i>Averages per Car Mile—Passenger—</i>		
171 Passenger miles—Revenue.....	13·02	13·26
172 Passenger revenue.....	\$ 0·34541	\$ 0·35967
<i>Miscellaneous Averages—</i>		
181 Miles hauled—Revenue freight.....	327·76	322·53
182 " —Non-revenue freight.....	188·28	198·67
183 " —All freight.....	307·24	303·22
184 Miles carried—Revenue passengers.....	63·67	60·43
185 Revenue per ton of freight.....	\$ 3·28155	\$ 3·25809
186 " ton mile of freight.....	\$ 0·01001	\$ 0·01010
187 " passenger.....	\$ 1·68941	\$ 1·63970
188 " passenger-mile.....	\$ 0·02654	\$ 0·02713
189 Operating ratio.....	86·83%	92·68%

## COMPARATIVE STATEMENT OF REVENUE TONNAGE BY COMMODITIES

	Year 1925	Year 1924	Increase Decrease
	Tons	Tons	Tons
<i>Products of Agriculture—</i>			
Wheat.....	5,682,992	5,317,519	365,473
Corn.....	415,369	402,728	12,641
Oats.....	1,003,944	1,274,202	270,258
Barley.....	549,597	463,359	86,238
Rye.....	105,798	286,949	181,151
Flax (seed).....	84,739	89,567	4,828
Other grain.....	122,429	105,277	17,152
Flour.....	1,085,032	1,239,649	154,617
Other mill products.....	804,497	797,573	6,924
Hay and straw.....	409,240	550,778	141,538
Cotton.....	62,463	47,100	15,363
Apples (fresh).....	88,344	88,502	158
Other fresh fruits.....	301,569	298,843	2,726
Potatoes.....	326,268	232,426	93,842
Other fresh vegetables.....	152,177	164,217	12,040
Other products of agriculture.....	430,351	410,599	19,752
Total.....	11,624,809	11,769,288	144,479

COMPARATIVE STATEMENT OF REVENUE TONNAGE BY COMMODITIES—*Concluded*

	Year 1925	Year 1924	Increase Decrease
	Tons	Tons	Tons
Brought forward.....	40,808,594	39,934,277	874,317
<i>Products of Animals—</i>			
Horses and mules.....	48,165	50,551	2,386
Cattle and calves.....	430,474	464,925	34,451
Sheep and goats.....	38,427	41,735	3,308
Hogs.....	232,106	205,720	26,386
Dressed meats (fresh).....	235,091	286,774	51,683
Dressed meats (cured or salted).....	73,221	26,991	46,230
Other packing house products.....	134,149	163,038	28,889
Poultry.....	20,234	20,495	261
Eggs.....	57,279	55,342	1,937
Butter and cheese.....	152,117	124,628	27,489
Wool.....	21,209	21,499	290
Hides and leather.....	80,223	77,410	2,813
Other products of animals.....	48,419	44,653	3,766
Total.....	1,571,114	1,583,761	12,647
<i>Products of Mines—</i>			
Anthracite coal.....	2,441,648	2,687,710	246,062
Bituminous coal.....	8,625,152	8,090,539	534,613
Lignite coal.....	86,120	119,180	33,060
Coke.....	714,592	413,290	301,302
Iron Ores.....	409,152	264,582	144,570
Other ores and concentrates.....	313,281	292,892	20,389
Bullion and matte.....	52,699	38,532	14,167
Clay, gravel, sand and crushed stone.....	3,782,683	3,828,670	45,987
Slate, stone, granite (dimension or block).....	811,167	811,688	521
Crude petroleum.....	122,525	234,685	112,160
Asphaltum.....	75,757	63,354	12,403
Salt.....	438,428	406,225	32,203
Other products of mines.....	224,324	175,175	49,149
Total.....	18,097,528	17,426,522	671,006
<i>Products of Forests—</i>			
Logs, posts, poles and cordwood.....	2,002,485	2,009,773	7,288
Ties.....	131,862	146,084	14,222
Pulpwood.....	2,566,915	2,677,338	110,423
Sawed lumber, timber, box shooks, staves & headings.....	4,629,409	4,179,516	449,893
Other products of forests.....	184,472	141,995	42,477
Total.....	9,515,143	9,154,706	360,437
<i>Manufactures and Miscellaneous—</i>			
Refined petroleum and its products.....	1,322,561	1,129,523	193,038
Sugar, syrup, glucose and molasses.....	443,818	422,198	21,620
Iron, pig and bloom.....	290,674	259,555	31,119
Rails and fastenings.....	56,390	56,992	602
Bar and sheet iron, structural iron and iron pipe.....	781,203	557,086	124,117
Castings, machinery and boilers.....	311,446	268,766	42,680
Cement.....	1,086,999	1,070,043	16,956
Brick and artificial stone.....	481,342	416,343	64,999
Lime and plaster.....	380,581	301,135	79,446
Sewer pipe and drain tile.....	113,050	115,720	2,670
Agriculture implements and vehicles other than autos.....	135,566	121,320	14,246
Automobiles and auto trucks.....	883,986	643,826	240,160
Household goods and second-hand furniture.....	41,867	47,282	5,415
Furniture (new).....	67,902	42,980	24,922
Liquor and beverages.....	117,635	100,430	17,205
Fertilizer.....	161,851	136,956	24,895
Paper, printed matter and books.....	1,007,718	922,729	84,989
Wood pulp.....	1,094,085	852,597	241,488
Fish (fresh, frozen, smoked or salted).....	69,223	69,704	476
Canned meats.....	1,362	1,199	163
Canned goods (all canned food products other than meat)	167,470	154,619	12,851
Other manufactures and miscellaneous.....	3,124,396	2,974,308	150,088
Merchandise.....	2,049,533	1,899,026	150,507
Total.....	14,190,663	12,564,337	1,626,326
Grand Total.....	54,999,257	52,498,614	2,500,643



## SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY SYSTEM

Name of Issuing Company	Capital stock	Held by System	Held by Government and others
	\$ cts.	\$ cts.	\$ cts.
<i>Canadian National Railway Company</i> .....	180,424,327 70	†14,796,589 00	†165,627,738 70
Bay City Terminal Railway Company.....	15,000 00	15,000 00	
Canada Atlantic Transit Company.....	219,000 00	219,000 00	
*Canada Atlantic Transit Company of U.S.....	250,000 00	250,000 00	
The Canadian Express Company.....	1,768,800 00	1,768,800 00	
The Champlain and St. Lawrence Railroad Company.....	50,000 00	50,000 00	
*Chicago, New York and Boston Refrigerator Company.....	1,129,400 00	1,129,400 00	
Detroit, Grand Haven and Milwaukee Railway Company.....	1,500,000 00	1,500,000 00	
Grand Rapids Terminal Railroad Company.....	50,000 00	50,000 00	
The Grand Trunk Junction Railway Company.....	500,000 00	500,000 00	
Grand Trunk Western Railway Company.....	6,000,000 00	6,000,000 00	
International Bridge Company.....	1,500,000 00	1,500,000 00	
The Lachine, Jacques Cartier and Maisonneuve Railway Company.....	1,200 00	1,200 00	
The Michigan Air Line Railway.....	300,000 00	300,000 00	
*Montreal and Southern Counties Railway Company.....	500,000 00	306,500 00	193,500 00
The Maganetawan River Railway Company.....	30,000 00	30,000 00	
*The Montreal Warehousing Company.....	236,000 00	221,100 00	14,900 00
New England Elevator Company.....	400,000 00	400,000 00	
*The Oshawa Railway Company.....	40,000 00	40,000 00	
The Ottawa Terminals Railway Company.....	250,000 00	250,000 00	
The Pembroke Southern Railway Company.....	107,800 00	90,500 00	17,300 00
Portland Elevator Company.....	50,000 00	50,000 00	
*Rail and River Coal Company.....	2,000,000 00	2,000,000 00	
St. Clair Tunnel Company.....	700,000 00	700,000 00	
*The Terminal Warehousing Company, Limited.....	1,000,000 00	1,000,000 00	
*The Thousand Islands Railway Company.....	60,000 00	60,000 00	
Toledo, Saginaw and Muskegon Railway Company.....	1,600,000 00	1,600,000 00	
The Toronto Belt Line Railway Company.....	50,000 00	26,000 00	24,000 00
The United States and Canada Rail Road Company.....	219,400 00	218,925 00	475 00
Vermont and Province Line Railroad Company.....	200,000 00	200,000 00	
*Prince Charles, Limited.....	10,000 00	10,000 00	
Canadian National Land Settlement Association.....			
The Pontiac, Oxford and Northern Railroad Company.....	1,000,000 00	1,000,000 00	
The Detroit and Huron Railway Company.....	148,000 00	148,000 00	
The Chicago and Kalamazoo Terminal Railroad Company.....	100,000 00	100,000 00	
Grand Trunk-Milwaukee Car Ferry Company.....	200,000 00	200,000 00	
Whipple Car Company.....	1,400,000 00	1,400,000 00	
Total Canadian National Railway-Grand Trunk Group.....	204,008,927 70	38,131,014 00	165,877,913 70
<i>The Canadian Northern Railway Company</i> .....	100,000,600 00		100,000,600 00
The Bay of Quinté Railway Company.....	1,395,000 00	1,395,000 00	
The Bessemer and Barry's Bay Railway Company.....	125,000 00	125,000 00	
The Canadian Northern Alberta Railway Company.....	3,000,000 00	3,000,000 00	
The Canadian Northern Railway Express Company, Limited.....	1,000,000 00	1,000,000 00	
Canadian Northern Manitoba Railway Company.....	250,000 00	250,000 00	
The Canadian Northern Ontario Railway Company.....	10,000,000 00	10,000,000 00	
Canadian Northern Pacific Railway Company.....	25,000,000 00	25,000,000 00	
**The Canadian Northern Quebec Railway Company.....	9,550,000 00	5,700,800 00	3,849,200 00
*Canadian National Realities, Limited.....	40,000 00	40,000 00	
The Canadian Northern Saskatchewan Railway Company.....	1,000,000 00	1,000,000 00	
Canada* Northern Steamships, Limited.....	2,000,000 00	2,000,000 00	
The Canadian Northern Coal and Ore Dock Company, Limited.....	500,000 00	500,000 00	
Canadian Northern Rolling Stock, Limited.....	50,000 00	50,000 00	
Canadian National Rolling Stock Limited.....	50,000 00	50,000 00	
*Canadian National Electric Railways.....	1,750,000 00	1,750,000 00	
Canadian National Express Company.....	1,000,000 00	1,000,000 00	
Canadian Northern System Terminals Limited.....	2,000,000 00	2,000,000 00	
*Canadian National Telegraph Company.....	500,000 00	500,000 00	
Carried Forward.....	165,181,600 00	61,329,800 00	103,851,800 00

**SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY  
SYSTEM—Concluded**

Name of Issuing Company	Capital Stock	Held by System	Held by Government and others
	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	165,181,600 00	61,329,800 00	103,851,800 00
*Canadian National Transfer Company.....	500,000 00	500,000 00	
Canadian Northern Western Railway Company.....	2,000,000 00	2,000,000 00	
The Central Ontario Railway.....	3,331,000 00	3,329,000 00	2,000 00
Continental Realty and Holding Company, Limited	90,000 00	90,000 00	
The Dalhousie Navigation Company, Limited.....	50,000 00	50,000 00	
Duluth, Winnipeg and Pacific Railroad Company...	100,000 00	100,000 00	
Duluth, Winnipeg and Pacific Railway Company...	6,000,000 00	6,000,000 00	
*Duluth and Virginia Realty Company.....	45,000 00	45,000 00	
Duluth, Rainy Lake and Winnipeg Railway Com- pany.....	2,000,000 00	2,000,000 00	
*The Great North Western Telegraph Company of Canada.....	373,625 00	33,225 00	8,900 00
The Great North Western Telegraph Company of Canada (held in escrow).....		331,500 00	
The Halifax and South Western Railway Company.	1,000,000 00	1,000,000 00	
The Irondale, Bancroft and Ottawa Railway Com- pany.....	53,500 00	53,000 00	500 00
The James Bay and Eastern Railway Company....	1,250,000 00	1,250,000 00	
The Marmora Railway and Mining Company.....	128,600 00	128,600 00	
The Lake Superior Terminals Company Limited...	500,000 00	500,000 00	
The Minnesota and Manitoba Railroad Company...	400,000 00	400,000 00	
The Minnesota and Ontario Bridge Company.....	100,000 00	100,000 00	
Mount Royal Tunnel and Terminal Company, Ltd.	5,000,000 00	5,000,000 00	
*The Niagara, St. Catharines and Toronto Railway Company.....	925,000 00	924,900 00	100 00
*The Niagara, St. Catharines and Toronto Naviga- tion Company, Limited.....	100,000 00	100,000 00	
The Quebec and Lake St. John Railway Company.	4,508,300 00	4,019,100 00	489,200 00
The Qu'Appelle, Long Lake and Saskatchewan Rail- road and Steamboat Company.....	201,000 00	201,000 00	
St. Boniface Western Land Company.....	250,000 00	250,000 00	
The St. Charles and Huron River Railway Company	10,000 00	10,000 00	
The Toronto, Niagara and Western Railway Com- pany.....	125,000 00	125,000 00	
The Winnipeg Land Company, Limited.....	100,000 00	100,000 00	
Total Canadian Northern Railway Group	188,351,625 00	84,001,125 00	104,350,500 00
The Grand Trunk Pacific Railway Company.....	24,942,000 00	24,942,000 00	
The Grand Trunk Pacific Branch Lines Company..	1,002,000 00	1,002,000 00	
The Grand Trunk Pacific Saskatchewan Railway Company.....	200,000 00	200,000 00	
*The Grand Trunk Pacific Development Company, Limited.....	3,000,000 00	3,000,000 00	
*Canadian National Steamship Company, Limited..	15,000 00	15,000 00	
*Grand Trunk Pacific Alaska Steamship Company..	50,000 00	50,000 00	
*Grand Trunk Pacific Terminal Elevator Company (Limited).....	501,000 00	501,000 00	
*The Grand Trunk Pacific Telegraph Company....	100,000 00	100,000 00	
*Grand Trunk Pacific Dock Company, of Seattle...	150,000 00	150,000 00	
Total Grand Trunk Pacific Railway Group	29,960,000 00	29,960,000 00	
<b>SUMMARY</b>			
Canadian National Railway—Grand Trunk Group.	204,008,927 70	38,131,014 00	165,877,913 70
Canadian Northern Railway Group.....	188,351,625 00	84,001,125 00	104,350,500 00
Grand Trunk Pacific Railway Group.....	29,960,000 00	29,960,000 00	
	422,320,552 70	152,092,139 00	270,228,413 70†
Canadian National Railways (France).....	fr. 30,000,000 00	fr. 30,000,000 00	

\*The accounts of Companies indicated (\*) are taken up in the System Income Account as "Separately Operated Properties."

\*\*\$5,144,600 C.N.Q. Stock is held by the Northern Consolidated Holding Company. The Canadian Northern Railway owns 44,467 shares in that Co. out of a total issue of 61,815. For the purpose of this statement the Holding Company is ignored and the proportion of the C.N.Q. Stock thus owned by the Canadian Northern Railway is shown as held by the latter Company.

†One certificate for \$180,424,327.70 of the Company's Capital Stock is issued in the name of His Majesty as representing \$165,627,738.70 of Grand Trunk Stock previously held by the public and \$14,796,589 previously held in that Company's treasury.

‡\$265,628,338.70 of this amount is owned by the Dominion of Canada.



## A/C 706—INVESTMENTS IN AFFILIATED COMPANIES

	Amount Outstanding	Amount owned by Can. Nat. System	Book Value
	\$ cts.	\$ cts.	\$ cts.
<b>"A"—Stocks—</b>			
Atlantic and St. Lawrence Rail Road Company..	5,484,000 00	224 33	
The Belt Railway Company of Chicago.....	3,120,000 00	240,000 00	
Central Vermont Railway Company.....	3,000,000 00	2,191,100 00	
The Chicago, Detroit and Canada Grand Trunk Junction Railroad Company.....	1,095,000 00	522,500 00	
Chicago & western Indiana Railroad Company...	5,000,000 00	1,000,000 00	
The Detroit and Toledo Shore Line Railroad Com- pany.....	1,428,000 00	714,000 00	
The Ontario Car Ferry Company (Limited)....	500,000 00	250,000 00	
The Toronto Terminals Railway Company.....	50,000 00	25,000 00	
The Toledo Terminal Railroad Company.....	4,000,000 00	387,200 00	
Detroit Terminal Railroad Company.....	2,000,000 00	1,000,000 00	
Canadian Government Merchant Marine, Limited	490,900 00	900 00	
	26,167,900 00	6,330,924 33	2,037,129 30
<b>"B"—Bonds—</b>			
Atlantic and St. Lawrence Rail Road Company..	3,000,000 00	3,000,000 00	
Central Vermont Railway Company 5% Gold Bonds.....	12,838,300 00	4,179,300 00	
The Chicago, Detroit and Canada Grand Trunk Junction Railroad Company.....	1,786,141 46	1,786,141 46	
Chicago & Western Indiana Railroad Consolidated Bonds.....	48,734,666 67	2,187,000 00	
The Detroit and Toledo Shore Line R.R. Co. First Mortgage Bonds.....	3,000,000 00	587,000 00	
The Toledo Terminal Railroad Company.....	5,241,000 00	137,000 00	
The Toronto Terminals Railway Co. 5% First Mortgage Bonds.....	7,355,000 00	3,677,500 00	
	81,955,108 13	15,153,941 46	15,526,840 45
<b>"C"—Notes—</b>			
Central Vermont Railway Company.....			8,041,905 52
<b>"D"—Advances—</b>			
Central Vermont Railway Company.....			10,944,786 98
Chicago & Western Indiana Railroad Company...			591,991 70
			11,536,778 68
Total Balance Sheet A/c No. 706.....			37,142,653 95

## SUMMARY OF FIRST MAIN TRACK BY REGIONS AND DISTRICTS

	Miles
<i>Atlantic Region</i> .....	2,811.93
<i>Central Region—</i>	
Quebec District.....	1,994.89
Montreal District.....	1,575.31
Northern Ontario District.....	2,145.73
South Western Ontario District.....	1,930.09
<i>Grand Trunk Western Lines</i> .....	991.69
<i>Western Region—</i>	
Manitoba District.....	3,910.92
Saskatchewan District.....	3,283.25
Alberta District.....	2,100.99
British Columbia District.....	1,446.97

Total First Main track mileage steam operated lines referred to as  
"System Mileage"..... 22,191.77

MILEAGE OF LINES CONTROLLED BY CANADIAN NATIONAL RAILWAYS NOT  
INCLUDED IN OPERATING FIGURES

	Miles
<b>Steam Operated Lines—</b>	
Central Vermont Railway.....	493.02
Thousand Islands Railway.....	6.00
<b>Electric Lines—</b>	
Canadian National Electric Railways (Toronto Suburban Division).....	56.86
Niagara, St. Catharines & Toronto Railway.....	62.99
Montreal & Southern Counties Railway.....	57.29
Oshawa Railway.....	9.98

## SUMMARY OF OPERATED MILEAGE DECEMBER 31, 1925

Territory	Mileage owned by Constituent Companies				Mileage of Lines under Lease or Contract		Mileage of Trackage Rights		Total Road Mileage				Spurs, Sidings and Tracks	Inactive Mileage		
	1st Main Track	2nd Main Track	3rd Main Track	4th Main Track	1st Main Track	2nd Main Track	1st Main Track	2nd Main Track	1st Main Track	2nd Main Track	3rd Main Track	4th Main Track		1st Main Track	2nd Main Track	Spurs, Sidings and Yard Tracks
Atlantic Region...	Miles 2,571.51	Miles 49.64	Miles .....	Miles .....	Miles 224.78	Miles .....	Miles 15.64	Miles .....	Miles 2,811.93	Miles 49.64	Miles .....	Miles .....	Miles 758.52	Miles 16.79	Miles .....	Miles 2.03
Central Region...	Miles 7,161.50	Miles 733.40	Miles 12.49	Miles 7.42	Miles 452.23	Miles 21.26	Miles 32.29	Miles 3.87	Miles 7,646.02	Miles 758.53	Miles 12.49	Miles 7.42	Miles 2,684.55	Miles 63.63	Miles 0.60	Miles 8.62
Grand Trunk Western Lines...	Miles 841.81	Miles 337.39	Miles 10.56	Miles .....	Miles 123.67	Miles 11.19	Miles 26.21	Miles 4.85	Miles 991.69	Miles 353.43	Miles 10.56	Miles .....	Miles 651.99	Miles .....	Miles .....	Miles .....
Western Region...	Miles 10,257.60	Miles 75.82	Miles .....	Miles .....	Miles 430.55	Miles 3.49	Miles 53.98	Miles 19.93	Miles 10,742.13	Miles 99.24	Miles .....	Miles .....	Miles 2,393.97	Miles 160.96	Miles .....	Miles 18.64
Total mileage																
Steam Operated Lines, referred to as "System Mileage".....	20,832.42	1,196.25	23.05	7.42	1,231.23	35.94	128.12	28.65	22,191.77	1,260.84	23.05	7.42	6,489.03	241.38	0.60	29.29



# ANNUAL REPORT CANADIAN GOVERNMENT RAILWAYS

## INCLUDING ST. JOHN AND QUEBEC RAILWAY

### BALANCE SHEET AS AT DECEMBER 31, 1925

#### ASSETS

A/C

701 Investment in road and equipment—	
Investment in road and equipment.....	\$ 424,416,754 07
Branch lines purchases.....	133,418 77
Capital suspense—Overseas rail.....	586,519 63
701B Abandoned lines.....	647,718 09
	<u>\$ 424,611,371 30</u>
702 Improvements on leased railway property—	
Lake Superior Branch.....	544,465 87
705 Miscellaneous physical property—	
Minaki Inn.....	389,387 90
722 Canadian National Railways.....	19,899,098 96
722 Canadian National Railways.....	19,899,098 96
	<u>\$ 445,444,324 03</u>

#### LIABILITIES

755 Branch lines purchases.....	\$ 131,058 77
757 Non-negotiable debt—	
Dominion of Canada—	
Advances for road and equipment.....	\$ 424,742,886 71
Material and supplies.....	16,854,811 83
Open accounts.....	11,126,021 41
Operating deficits.....	990,013 41
Advances for workmen's compensation payments.....	221,570 07
Advances for pension payments.....	\$ 453,935,303 43
784 Profit and Loss Account.....	8,622,038 17
	<u>\$ 445,444,324 03</u>

Certified correct

T. H. COOPER,  
General Auditor.C. E. FRIEND,  
Asst. General Comptroller.  
J. M. ROSEVEAR,  
General Comptroller.

### PROFIT AND LOSS ACCOUNT AS AT DECEMBER 31, 1925

#### DEBITS

611 Debit balance at January 1, 1925.....	\$ 11,846,108 93
612 Debit balance transferred from income.....	
613 Surplus applied to sinking and other reserve funds.....	
614 Dividend appropriations of surplus.....	
615 Surplus appropriated for investment in physical property.....	
616 Stock discount extinguished through surplus.....	
617 Debt discount extinguished through surplus.....	
618 Miscellaneous appropriations of surplus.....	
619 Loss on retired road and equipment.....	184,718 84
620 Delayed income debits.....	375,543 50
621 Miscellaneous debits.....	1,655 00
Total debits.....	<u>\$ 12,408,024 27</u>

#### CREDITS

602 Credit balance transferred from income.....	\$ 3,767,142 73
603 Profit on road and equipment sold.....	150 00
604 Delayed income credits.....	
605 Unrefundable overcharges.....	2,246 76
606 Donations.....	16,446 61
Total credits.....	<u>\$ 3,785,986 10</u>
Debit balance at December 31, 1925.....	<u>\$ 8,622,038 17</u>

## DEPARTMENT OF RAILWAYS AND CANALS

## INCOME STATEMENT YEAR ENDED DECEMBER 31, 1925

1. OPERATING INCOME		Year ended Dec. 31, 1925
501	Railway operating revenues .....	\$ 43,759,756 74
531	Railway operating expenses .....	39,973,701 98
	Operating ratio .....	91.35%
	Net revenue from railway operations .....	\$ 3,786,054 76
552	Railway tax accruals .....	32,888 31
533	Uncollectible railway revenues .....	6,220 95
	Railway operating income .....	\$ 3,812,722 12
502	Revenues from miscellaneous operations .....	
534	Expenses of miscellaneous operations .....	
	Net revenue from miscellaneous operations .....	
535	Taxes on miscellaneous operations .....	
	Miscellaneous operating income .....	
	Total operating income .....	\$ 3,812,722 12

## II. NON-OPERATING INCOME

503	Hire of freight cars—credit balance .....	\$ 794,315 06
504	Rent from locomotives .....	250,504 69
505	Rent from passenger train cars .....	135,532 88
506	Rent from floating equipment .....	
507	Rent from work equipment .....	118,135 88
508	Joint facility rent income .....	123,783 07
509	Income from lease of road .....	23 300 00
510	Miscellaneous rent income .....	204,258 24
511	Miscellaneous non-operating physical property .....	2,857 89
512	Separately operated properties—Profit .....	
513	Dividend income .....	
514	Income from funded securities .....	
515	Income from unfunded securities and accounts .....	18,105 13
516	Income from sinking and other reserve funds .....	
517	Release of premiums on funded debt .....	
518	Contributions from other companies .....	
519	Miscellaneous income .....	27,022 39
	Total non-operating income .....	\$ 1,697,815 23
	Gross income .....	\$ 5,510,537 35

## III. DEDUCTIONS FROM GROSS INCOME

536	Hire of freight cars—Debit balance .....	\$ 78,107 11
537	Rent for locomotives .....	7,102 34
538	Rent for passenger train cars .....	508,796 73
539	Rent for floating equipment .....	
540	Rent for work equipment .....	7,226 34
541	Joint facility rents .....	416,602 51
542	Rent for leased roads .....	700,324 67
543	Miscellaneous rents .....	821 02
544	Miscellaneous tax accruals .....	18,610 72
545	Separately operated properties—Loss .....	
546	Interest on funded debt .....	
547	Interest on unfunded debt .....	3,799 52
548	Amortization of discount on funded debt .....	
549	Maintenance of investment organization .....	
550	Income transferred to other companies .....	
551	Miscellaneous income charges .....	2,003 66
	Total deductions from gross income .....	\$ 1,743,394 62
	Net income .....	\$ 3,767,142 73



## CANADIAN GOVERNMENT RAILWAYS

CAPITAL ACCOUNT, YEAR ENDED DECEMBER 31, 1925

<i>Intercolonial Railway—</i>		
To cost to December 31, 1924.....	\$ 147,872,740 02	
Construction and betterments during year.....	754,611 01	
Less: Transfer of 1924 equipment expenditure.....	373,960 23	148,253,399 80
<i>Prince Edward Island Railway—</i>		
To cost to December 31, 1924.....	13,578,216 05	
Construction and betterments during year.....	112,131 25	13,690,347 30
<i>New Brunswick and Prince Edward Island—</i>		
To cost to December 31, 1924.....	888,565 64	
Construction and betterments during year.....	10,051 34	898,616 98
<i>International Railway—</i>		
To cost to December 31, 1924.....	3,060,461 12	
Construction and betterments during year.....	43,380 26	3,103,841 38
<i>National Transcontinental Railway—</i>		
To cost to December 31, 1924.....	170,920,550 14	
Construction and betterments during year.....	994,851 19	
Add: Adj. of 1924, Minaki Inn expenditure transferred...	3,304 27	
Less: Transfer of 1923-24, equipment expenditures.....	25,971 05	171,892,734 55
<i>Moncton and Buctouche Railway—</i>		
To cost to December 31, 1924.....	417,808 59	
Construction and betterments during year.....	35,136 02	452,944 61
<i>Salisbury and Albert Railway—</i>		
To cost to December 31, 1924.....	578,013 50	
Construction and betterment during year.....	44,605 77	622,619 27
<i>St. Martins Railway—</i>		
To cost to December 31st, 1924.....	347,686 75	
Construction and betterments during year.....	8,669 06	356,355 81
<i>Elgin and Havelock Railway—</i>		
To cost to December 31, 1924.....	174,472 63	
Construction and betterments during year.....	5,054 41	179,527 04
<i>York and Carleton Railway—</i>		
To cost to December 31, 1924.....	63,341 64	
Construction and Betterments during year.....	294 91	63,636 55
<i>Quebec &amp; Saguenay Railway—</i>		
To cost to December 31, 1924.....	7,803,163 63	
Construction and betterments during year.....	4,694 92	7,807,858 55
<i>Caraquet and Gulf Shore—</i>		
To cost to December 31, 1924.....	927,836 07	
Construction and betterments during year.....	26,096 45	953,932 52
<i>Lotbiniere and Megantic Railway—</i>		
To cost to December 31, 1924.....	353,836 16	
Construction and betterments during year.....		353,836 17
<i>Cape Breton Railway—</i>		
To cost to December 31st, 1924.....	106,709 86	
Construction and betterments during year.....	3,478 41	103,231 45
<i>Hudsons Bay Railway—</i>		
To cost to December 31, 1924.....	14,857,383 89	
Construction and betterments during year.....	87,131 31	14,944,515 21
<i>Quebec Bridge—</i>		
To cost of bridge to December 31, 1924.....	22,640,228 46	
<i>Long Lac Cut-off—</i>		
To cost to December 31, 1924.....	2,826,585 05	
Construction and betterments during year.....	21,414 82	2,846,724 87
<i>Lake Superior Branch—</i>		
To additions and betterments to December 31, 1924.....	508,947 81	
To additions and betterments during year.....	35,518 06	544,465 87
<i>Lawlor Building, Toronto—</i>		
To cost to December 31, 1924.....	1,230,673 09	
Additional expenditure during year.....	761 12	1,229,912 87

## CANADIAN GOVERNMENT RAILWAYS

<i>Canadian Government Railways—</i>	
Cost of rolling stock to December 31, 1924.....	35,490,924 22
Expenditure during year.....	109,976 11
Transfer of 1924, expenditure from Intercolonial Rly.....	373,960 23
Transfer of 1923-24 expenditure from Nat. Trans. Rly.....	25,971 05
<i>Less: Equipment retired.....</i>	<i>1,450,992 43</i>
	<u>34,549,839 18</u>
<i>Add: Additions to S.S. "Northumberland" to December 31, 1925.....</i>	<i>40,362 74</i>
	<u>34,590,201 92</u>
<i>Kingsclear to St. Croix River Branch—</i>	
To cost to December 31, 1924.....	7,864 30
Charges cancelled during year.....	7,864 30
	<u>                    </u>
Capital Suspense—Vale Railway.....	49,234 31
Capital Suspense—Branch Line Aid.....	36,485 95
Branch lines purchased—balance of purchase of Moncton and Buctouche Rly.....\$	70,000 00
New Brunswick & Prince Ed. Is. Rly..	63,418 77
	<u>133,418 77</u>
	<u>219,139 03</u>
<i>Deduct—</i>	
Capital suspense—Overseas rails.....	586,519 63
Capital suspense—Moncton & Buctouche Rly.....	5,173 40
	<u>592,233 03</u>
	<u>373,094 00</u>
<i>Minaki Inn—</i>	
To cost to December 31, 1924.....	370,346 97
Adjustment of 1924 balance transferred from Nat. Trans. Rly.....	3,304 27
Additions and betterments during year.....	22,345 20
	<u>389,387 90</u>
<i>Rail Loan Account—</i>	
To balance at December 31, 1924.....	97,185 95
Transfer to Can. Nat. Rlys. during year.....	97,185 95
	<u>\$ 425,545,225 07</u>

## ST. JOHN AND QUEBEC RAILWAY

## EARNINGS, EXPENSES AND RENTAL ACCOUNT YEAR ENDED DECEMBER 31, 1925

Railway operating revenues.....	\$ 241,611 00
Railway operating expenses.....	380,976 74
Operating deficit.....	139,365 74
Other income items net debit.....	10,543 22
	<u>149,908 96</u>
Ner deficit.....	149,908 96
In addition to the above 40 per cent of operating revenues has been paid as rental.....	96,644 39
Total loss.....	<u>\$ 246,553 35</u>

## CANADIAN GOVERNMENT RAILWAYS

## RAIL RENEWAL ACCOUNT, YEAR ENDED DECEMBER 31, 1925

There was a credit balance at January 1, 1925, of.....	\$ 52,411 38
This amount was written back during 1925, leaving no balance in the account at December 31, 1925.....	<u>Nil</u>

## EQUIPMENT RENEWAL ACCOUNT, YEAR ENDED DECEMBER 31, 1925

There was a credit balance at January 1, 1925, of.....	\$ 175,558 14
This amount was written back during 1925, leaving no balance in the account at December 31, 1925.....	<u>Nil</u>



## CANADIAN GOVERNMENT RAILWAYS

## STATEMENT OF AVERAGES, YEAR ENDED DECEMBER 31, 1925

Mileage of road operated.....	4,609.54
Total engine mileage.....	13,709,219
Total train mileage.....	11,091,913
Total car mileage.....	245,540,254

*Earnings—*

Transportation—Rail (Accts. 101 to 112).....	42,769,509 86
Incidentals (Accts. 113 to 152).....	990,246 88
Total.....	43,759,756 74

*Operating expenses—*

Rail.....	39,973,701 98
Water.....	
Total.....	39,973,701 98

*Ratio of Earnings to Gross Earnings—*

Earnings from transportation—Rail.....	93.46%
Earnings from transportation—Water.....	
Earnings from incidentals.....	2.26%
Earnings per mile of road operated.....	\$ 9,493 30
Earnings per engine mile.....	3 19
Earnings per train mile.....	3 95
Earnings per car mile.....	17 82

*Ratio of Expenses to Gross Earnings—*

Rail.....	91.35%
Water.....	
Expenses per train mile.....	\$ 3 60
Expenses per mile of road operated.....	8,671 95
Repairs of locomotives.....	2,872,112 79
Repairs of freight cars.....	2,491,718 33
Repairs of passenger cars.....	1,600,068 11
Cost of repairs per locomotive.....	4,918 00
Cost of repairs per freight car.....	111 08
Cost of repairs per passenger car.....	2,263 18
Freight traffic.....	31,084,407 21
Passenger traffic.....	8,635,199 01
Mails and express.....	2,008,488 42
Miscellaneous (A/Cs. 103, 104, 105, 108 to 112).....	1,041,415 22
Incidental.....	990,246 88
Total.....	\$ 43,759,756 74

Hire of equipment.....	\$ 697,255 99
Income account—Debit.....	39,143 36
Rentals leased roads—Debit.....	677,024 67

## LOCOMOTIVE AND CAR EQUIPMENT AS AT DECEMBER 31, 1925

	On hand January 1, 1925	Added during year	Retired during year	On hand December 31, 1925
<i>Locomotives</i> .....	644		50	594
<i>Freight—</i>				
Automobile.....	497			497
Box.....	14,115	1	392	13,724
Stock.....	2,296		17	2,279
Poultry.....	2			2
Refrigerator.....	307		16	291
Eastman heaters.....	193		1	192
Potato.....	197	6	3	200
Flat.....	2,106	3	160	1,949
Hart.....	1,045		29	1,016
Coal and coke.....	949	1	47	903
Pulpwood.....	1,215	14	233	996
Tank.....	66			66
Caboose.....	324		8	316
	23,312	25	906	22,431

## CANADIAN GOVERNMENT RAILWAYS

LOCOMOTIVE AND CAR EQUIPMENT AS AT DECEMBER 31, 1925—*Concluded*

	On hand January 1, 1925	Added during year	Retired during year	On hand December 31, 1925
<i>Passenger—</i>				
Business cars.....	24		1	23
Parlor cars.....	2			2
Cafe parlor.....	13			13
Cafe coaches.....	4			4
Observation, parlor-buffet.....	6			6
Mountain observation cars.....	2			2
Comp., Cafe, Parlor, Sleeping.....	1			1
Buffet Sleeping.....	9		1	8
Compartment cars.....	2			2
Dining.....	15			15
Sleeping.....	62		1	61
Colonist.....	52	1	7	46
First Class.....	162		6	156
Second Class.....	42	7	3	46
Passenger and Baggage cars.....	109		3	106
Passenger and Mail cars.....	3			3
Mail and Express or Baggage.....	21		1	20
Baggage cars.....	91	5	4	92
Box Baggage cars.....	24			24
Postal cars.....	20		5	15
Refrigerator Express cars.....	32			32
Milk cars.....	3			3
Stockman's cars.....	2	3		5
Gasoline motor pass. trailers.....	1			1
Hospital cars.....				
Lunch counter cars.....	6			6
Photographers cars.....	1			1
Instruction cars.....	2			2
Vision test cars.....	1	1		2
Stores supply cars.....	2	2		4
Trailers.....	1	4		5
Dynamometer car.....	1			1
	716	23	32	707
<i>Work—</i>				
Lidgerwoods.....	9			9
Gas cars.....	8			8
Cranes and derricks.....	48	1	2	47
Flangers.....	94	1	1	94
Ditchers.....	8			8
Ballast spreaders and trimmers.....	14		5	9
Pile drivers.....	4		1	3
Steam shovels.....	18		1	17
Snow ploughs.....	133		5	128
Boarding cars.....	1,130	187	99	1,218
Engineers cars.....	2			2
Store cars.....	1	1	1	1
Auxiliary cars.....	140	1	9	132
Cabin cars and idlers.....	8	3		11
Cinder cars.....	91	4	29	66
Road repair cars.....	14		1	13
Air dump.....	38			38
Transfer flats.....	15	2		17
Water tanks.....	3		1	2
Fire fighting tanks.....	12			12
Bridge tanks.....	1			1
Concrete mixers.....	4			4
Sand blast cars.....	1			1
Well boring machine cars.....	2		1	1
Test weight and scale test cars.....	2			2
Centrifugal pumps.....	1		1	
Ice cars.....	3	1	1	3
Shop service cars.....	12		1	11
Rail saw cars.....	1			1
Oil tank cars.....	1			1
Paint cars.....	1			1
Dump cars.....	16			16
	1,835	201	159	1,877



# CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION

STATEMENT OF RECEIPTS AND EXPENDITURES FROM JANUARY 1 TO  
DECEMBER 31, 1925

## RECEIPTS

Credit balance on December 31, 1924.....	\$ 117,489 97	
Amount of premiums collected from Canadian National Railways' pay lists.....	\$ 211,966 73	
Premiums collected from Railways' vouchers.....	1,605 87	
Contribution from Canadian National Railways.....	15,000 00	228,572 60
Cash members not on duty, refunds, etc.....	1,528 09	
Premiums from S. & A. vouchers.....	2,934 45	
Premiums from retired members.....	5,394 94	
Annual fees.....	1,330 00	
Examination fees.....	122 00	
Interest monthly on balances and bonds.....	5,549 44	16,858 92
Total receipts.....		\$ 362,921 49

## EXPENDITURES

Sick and accident indemnity.....	\$ 90,532 46	
Medical and surgical attendance.....	50,148 86	140,681 32
Temporary employees' accident fund.....		19,217 35
Death and total disability claims.....		56,500 00
Examination fees.....		84 00
		\$ 216,482 67

## OPERATING EXPENSES

Sick and accident fund, temporary employees' accident fund, retired employees, death and total disability fund.....	20,156 16	236,638 83
Difference.....		126,282 66
Loss outstanding liabilities.....		14,000 00
Estimated net surplus December 31, 1925.....		\$ 112,282 66

## SICK AND ACCIDENT FUND (REGULAR AND TEMPORARY)

This fund shows a surplus December 31, 1925.....	\$ 70,221 72
--	--------------

## DEATH AND TOTAL DISABILITY FUND

The statement shows an expenditure on account of death and total disability claims of.....	\$ 56,500 00
This statement shows that one hundred and fourteen death and total disability claims were assessed and paid during the year.	
One hundred and seven claims, due to natural causes, aggregating.....	\$ 54,000 00
Four death claims, due to accidental injuries, aggregating.....	1,750 00
	55,750 00
Three total disability claims, aggregating.....	750 00
	\$ 56,500 00
Four temporary death claims, due to accidental injuries, aggregating.....	1,000 00
	\$ 57,500 00

C. C. MACDONALD,  
Acting General Secretary.

W. F. SEARS,  
Auditor.

# INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND

## STATEMENT OF RECEIPTS AND EXPENDITURES DURING THE YEAR ENDED DECEMBER 31, 1925

Balance to the credit of the fund on December 31, 1924.....	\$ 206,215 94
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages, were.\$	255,084 50
The contributions made by the railways were.....	100,000 00
Special contribution made by the railways to offset deficit, year ending December 31, 1925.....	72,251 44
Amounts received to increase retiring allowances of all retired employees receiving less than \$30.00 per month, in order that the minimum allowance now paid under Act, viz, \$20, might be increased to \$30 per month, in accordance with vote No. 473, whereby an amount was placed in the estimates to supplement retiring allowances payable under the provisions of the I.C. and P.E.I. Railways Employees' Provident Fund, including from January 1 to December 31, 1925.....	43,505 80
Amount received for refunds, etc.....	470,841 74
Interest accrued (at three per cent).....	436 66
	<u>1,689 15</u>
	679,183 49

The amount contributed by employees is shown to Exceed by \$82,833.06 the amount contributed by the railways.

By reference to section No. 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the fund in any one year must not exceed \$100,000.

### The expenditures were:—

For retiring allowances.....	\$ 589,332 50
For allowances made to retired employees receiving less than \$30 per month, to increase the minimum allowance in accordance with vote No. 473, whereby an amount was placed in the estimates to supplement retiring allowances payable under the provisions of the I.C. and P.E.I. Railways Employees' Provident Fund, including from January 1, to December 31.....	43,505 80
For contributions refunded in cases of deceased employees.....	16,153 42
For contributions refunded which were deducted in error.....	712 63
For contributions refunded to discharged employees, etc.....	12,068 04
Medical examinations for probationers entering the service, etc..	568 00
Medical examinations for employees retiring from the service....	47 43
For election expenses.....	1,264 12
For salaries and travelling expenses, secretary's office, and proportion of salary of Chief Medical Officer.....	15,163 34
For stationery, printing, postage, etc.....	368 21
	<u>679,183 49</u>

Balance to the credit of the Fund on December 31, 1925..... Nil

W. U. APPLETON,  
*Chairman.*

C. C. MACDONALD,  
*Acting Secretary.*

## STATEMENT SHOWING THE AMOUNT CREDITED TO THE CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION, BY THE CANADIAN NATIONAL RAILWAYS DURING THE YEAR ENDED DECEMBER 31, 1925

Amount of premiums collected from the Canadian National Railway pay lists\$	211,966 73
Premium collected from railway vouchers.....	1,605 87
Annual contribution from the Canadian National Railways.....	15,000 00
Total.....	<u>\$ 228,572 60</u>

C. C. MACDONALD,  
*Acting General Secretary.*

W. F. SEARS,  
*Auditor.*  
*General Comptroller.*



## CANADIAN NATIONAL RAILWAYS

STATEMENT SHOWING MILEAGE OF CANADIAN GOVERNMENT RAILWAYS  
AS AT DECEMBER 31, 1925

	Main Line		Yard track and Sidings	Total
	1st Track	2nd Track		
Atlantic Region.....	2,213.36	49.64	700.12	2,963.12
Central Region.....	1,441.62	22.24	376.32	1,840.18
Western Region, including Hudson Bay Railway.....	604.17	4.89	172.01	781.07
Leased Lines—Atlantic Region.....	164.25		15.63	179.88
“ —Central Region.....	5.48		1.46	6.94
“ —Western Region.....	162.76		76.55	239.31
Joint Lines—Central Region.....	3.28			3.28
Running Rights—Atlantic Region.....	14.62			14.62
“ —Central Region.....	*39.52	*37.94		77.46
“ —Western Region.....				
	4,649.06	114.71	1,342.09	6,105.86

\*Running rights over Grand Trunk Railway.

## THE CENTRAL VERMONT RAILWAY

### TWENTY-SIXTH ANNUAL REPORT

The Central Vermont Railway is operated under separate management but controlled by the Canadian National Railway Company.

Mileage operated during 1925 was as follows:—

#### SOUTHERN DIVISION

##### 1st District—

New London to White River Junction.....	183.97 miles
Montville to Palmyertown.....	2.52 "
Fitchville Junction to Fitchville.....	1.64 "
East Northfield to Brattleboro.....	10.25 "

##### 2nd District—

Brattleboro to South Londonderry.....	35.44 miles
---------------------------------------	-------------

#### NORTHERN DIVISION

##### 3rd District—

White River Junction to St. Albans.....	117.90 miles
Bethel to Quarries.....	5.39 "
Montpelier Junction to Williamstown.....	14.03 "
Barre Junction to Barre.....	1.44 "
Burlington to Essex Junction.....	7.79 "
Essex Junction to Cambridge Junction.....	25.96 "

##### 4th District—

St. Albans to St. Johns.....	41.14 miles
Fonda Junction to Rouses Point.....	18.15 "
St. Albans to Richford.....	27.40 "

Total.....	493.02 miles
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#### SUMMARY OF THE YEAR'S OPERATIONS

Gross receipts.....	\$ 8,463,639 14
Gross expenses.....	7,357,918 37
Balance.....	1,105,720 77
Taxes.....	238,036 66
Balance.....	867,684 11
Net credit from rentals.....	1,168 24
Balance.....	868,852 35
Hire of equipment—Dr. balance.....	227,774 50
Balance.....	641,077 85
Interest on securities held by the company.....	3,000 00
Balance.....	644,077 85
Fixed charges.....	1,466,833 14
Net result (deficit).....	822,755 29

In the annual report of the President to the shareholders attention is called to the improved shewing of 1925 as compared with 1924. An outstanding feature of the year's operation was the progress made in the five year program of improvements and the satisfactory results therefrom in the net income from operation. The results so far are better than estimated and the completion of the program is expected fully to justify the expenditure.



## INCOME ACCOUNT

*Operating Income—*

Railway operating revenues.....	\$ 8,463,639 14	
Railway operating expenses.....	7,357,918 37	
Net revenue from railway operations.....		\$ 1,105,720 77
Railway tax accruals.....	238,036 66	
Uncollectible railway revenue.....	628 38	
		<u>238,665 04</u>
Total operating income.....		\$ 867,055 73

*Non-Operating Income—*

Rent from locomotives.....	10,535 74	
Rent from passenger train cars.....	77,049 44	
Rent from work equipment.....	125 22	
Joint facility rent income.....	15,890 69	
Income from lease of road.....	16,834 64	
Miscellaneous rent income.....	4,955 36	
Income from unfunded securities and accounts.....	8,029 68	
Income from funded securities and accounts.....	3,000 00	
Miscellaneous income.....	844 04	
		<u>137,264 81</u>
Total non-operating income.....		137,264 81
Gross income.....		<u>1,004,320 54</u>

*Deductions from Gross Income—*

Hire of freight cars—Dr. balance.....	142,836 42	
Rent for locomotives.....	73,594 63	
Rent for passenger train cars.....	98,410 99	
Rent for work equipment.....	642 86	
Joint facility rents.....	4,660 49	
Miscellaneous rents.....	29,477 95	
Rent for leased roads.....	216,917 01	
Interest on funded debt.....	1,234,289 42	
Interest on unfunded debt.....	7,942 37	
Amortization of discount on funded debt.....	15,626 71	
Miscellaneous income charges.....	2,676 98	
		<u>1,827,075 83</u>
Total deductions from gross income.....		1,827,075 83
Net deficit.....		<u>\$ 822,755 29</u>

## PROFIT AND LOSS ACCOUNT

Net deficit at December 31, 1924.....	\$ 4,292,854 07	
Miscellaneous adjustment credit.....	2,022 17	
Deficit.....		4,290,831 90
Deficit in income account for the year.....		822,755 29
Depreciation on equipment retired during the year from date of purchase to June 30, 1907.....		24,147 74
Net deficit at December 31, 1925.....		<u>\$ 5,137,734 93</u>

## BALANCE SHEET, DECEMBER 31, 1925

## ASSETS

*Investments—*

Investment in road and equipment.....	\$21,891,529 72	
Improvements on leased railway property.....	660,207 74	
		<u>\$22,551,737 46</u>
Miscellaneous physical property.....		26,803 50
Investments in affiliated companies—		
Stocks.....	4,973,916 92	
Advances.....	3,642,416 33	
		<u>8,616,333 25</u>
Other investments—		
Bonds.....	75,033 30	
Miscellaneous.....	100 00	
		<u>75,133 30</u>

Total investments.....\$31,270,007 51

## DEPARTMENT OF RAILWAYS AND CANALS

BALANCE SHEET, DECEMBER 31, 1926—*Concluded*

<i>Current Assets—</i>		<i>ASSETS—Concluded</i>	
Cash.....	\$ 518,362 41		
Special deposits.....	26,878 50		
Loans and bills receivable.....	6,413 00		
Traffic and car service balances receivable.....	227,883 05		
Net balance receivable from agents and conductors.....	68,985 25		
Miscellaneous accounts receivable.....	487,182 26		
Material and supplies.....	809,355 50		
Interest and dividends receivable.....	250 00		
Other current assets.....	165,379 24		
Total current assets.....		2,310,689 21	
<i>Deferred Assets—</i>			
Working fund advances.....	2,663 12		
Insurance and other funds.....	5,000 00		
Total deferred assets.....		7,663 12	
<i>Unadjusted Debits—</i>			
Rents and insurance premiums paid in advance.....	7,020 05		
Discount on funded debt.....	66,572 56		
Other unadjusted debits.....	29,108 32		
Total unadjusted debits.....		102,700 93	
Grand total.....		\$33,691,060 77	
<b>LIABILITIES</b>			
<i>Stock—</i>			
Capital stock.....	\$ 3,000,000 00		
Issued.....	2,984,800 00		
Scrp.....	15,200 00		
		\$ 3,000,000 00	
<i>Governmental Grants—</i>			
Grants in aid of construction.....	58,560 00		
		58,560 00	
<i>Long-Term Debt.—</i>			
Funded debt unmatured—			
Refunding mortgage 5% gold bonds.....	12,838,300 00		
Equipment Trust Notes "E".....	411,000 00		
Equipment Trust Notes "F".....	671,000 00		
U. S. Government Note.....	128,000 00		
U. S. Government Note.....	13,000 00		
Montreal and Province Line Ry. 4% bonds.....	200,000 00		
Non-negotiable debt to affiliated companies—			
Notes.....	8,041,905 52		
Open accounts.....	10,944,786 98		
Total long-term debt.....		33,247,992 50	
<i>Current Liabilities—</i>			
Traffic and car service balances payable.....	\$ 299,078 16		
Audited accounts and wages payable.....	545,591 16		
Miscellaneous accounts payable.....	3,596 88		
Interest matured unpaid.....	21,178 50		
Funded debt matured unpaid.....	9,100 00		
Unmatured interest accrued.....	122,924 89		
Other current liabilities.....	13,395 13		
Total current liabilities.....		1,014,864 72	
<i>Deferred Liabilities—</i>			
Other deferred liabilities, miscellaneous.....	226,265 87		
Total deferred liabilities.....		226,265 87	



BALANCE SHEET, DECEMBER 31, 1924—*Concluded*

LIABILITIES— <i>Concluded</i>	
<i>Unadjusted Credits—</i>	
Tax liability.....	150,029 33
Accrued depreciation—Road.....	182,098 83
Accrued depreciation—Equipment.....	712,675 26
Other unadjusted credits.....	190,356 65
Total unadjusted credits.....	1,235,160 07
<i>Corporate Surplus—</i>	
Addition to property through income and surplus.....	45,952 54
Profit and loss—Deficit.....	6,137,734 93
Total corporate surplus.....	\$5,091,782 39
Grand total.....	\$33,691,060 77

\*Deficit.

We have examined the books and records of the Central Vermont Railway Company for the twelve months ended the 31st December, 1925. The investments in Road and Equipment appearing in the books of the Company as at the 1st January, 1923, were accepted by us. We certify that, in our opinion, the attached Balance Sheet is properly drawn up so as to exhibit a true and correct view of the affairs of the Company, excluding subsidiaries, as at the 31st December, 1925, and we further certify that, in our opinion, the attached Income and Profit and Loss Accounts for the year ended the 31st December, 1925, are correctly stated.

GEORGE A. TOUCHE & CO.,  
Chartered Accountants, Auditors

APRIL 9, 1926.

## COMPARATIVE STATEMENT OF EARNINGS, EXPENDITURES AND RESULT OF OPERATION

REVENUES		Year ended Dec. 31, 1925	Year ended Dec. 31, 1924
Freight.....	\$	6,318,715 73	\$ 6,272,346 18
Passenger.....		1,284,490 85	1,241,838 78
Mail and express.....		320,053 75	334,705 45
Other revenue from transportation.....		401,432 60	393,848 23
Revenue from operations other than transportation.....		122,516 61	122,390 60
Dining and buffet service.....		16,429 60	15,623 25
Total operating revenues.....	\$	8,463,639 14	\$ 8,380,752 39
EXPENSES			
Maintenance of way and structures.....	1,746,496 68	\$ 1,595,225 54	
Maintenance of equipment.....	1,378,290 58	1,381,826 69	
Traffic.....	176,028 94	166,626 10	
Transportation.....	3,775,738 68	3,863,358 95	
Miscellaneous operations.....	19,867 44	18,473 48	
General.....	274,086 57	282,028 97	
Transportation for investment—Cr.....	12,590 52	9,412 30	
Total operating expenses.....	\$ 7,357,918 37	\$ 7,298,127 43	
Balance.....	\$ 1,105,720 77	\$ 1,082,624 96	
Net Cr. from rentals, etc.....	1,168 24	9,162 87	
Balance.....	\$ 1,106,889 01	\$ 1,091,787 83	
Taxes.....	\$ 238,036 66	229,070 18	
Balance.....	\$ 868,852 35	\$ 862,717 65	
Hire of equipment—Dr. balance.....	227,774 50	404,355 91	
Balance.....	\$ 641,077 85	\$ 458,361 74	
EXTRA RECEIPTS			
Interest on securities held by the company, etc.....	\$ 3,000 00	\$ 3,000 00	
Total.....	\$ 644,077 85	\$ 461,361 74	
Fixed charges.....	\$ 1,466,833 14	1,358,424 25	
Net result.....	\$ 822,755 29	\$ 897,062 51	

†Deficit.

## DEPARTMENT OF RAILWAYS AND CANALS

COMPARATIVE STATEMENT OF FREIGHT AND PASSENGER TRAIN EARNINGS  
PER TON AND PER PASSENGER MILE

	FREIGHT	
	Year Ended Dec. 31, 1925	Year Ended Dec. 31, 1924
Revenue train miles.....	995,022	985,861
Freight earnings.....	\$ 6,318,715 73	\$ 6,262,346 18
Earnings per freight train mile.....	6 35	6 36
Tons carried.....	4,594,482	4,383,925
Tons carried one mile.....	459,273,502	430,301,335
Earnings per ton mile.....	\$ .0138	\$ .0146

	PASSENGER	
	Year Ended Dec. 31, 1925	Year Ended Dec. 31, 1924
Revenue train miles.....	959,233	945,379
Passenger earnings.....	\$ 1,951,014 52	\$ 1,872,718 51
Earnings per passenger train mile.....	1 90	1 89
Passengers carried.....	834,322	891,143
Passengers carried one mile.....	37,657,309	34,568,594
Earnings per passenger per mile.....	\$ .0341	\$ .0359

Earnings from express and mails are included in passenger train earnings.  
Earnings per passenger mile do not include express and mail earnings.

## FREIGHT TRANSPORTED

Freight carried in 1925 amounted to 4,594,482 tons contrasted with 4,383,925 tons in 1924. This was made up of the following classes of merchandise given in percentages:—

	1924	1925
Products of agriculture.....	21.235	19.751
Products of animals.....	5.486	4.204
Products of mines.....	21.268	22.373
Products of forests.....	14.443	14.391
Manufactures and miscellaneous.....	30.196	31.947
L. C. L. freight.....	7.372	7.334
Total traffic.....	100.000	100.000

	ENGINE MILEAGE	
	Year Ended Dec. 31, 1925	Year Ended Dec. 31, 1924
Freight.....	1,046,446	1,022,309
Passenger.....	966,392	950,253
Mixed.....	43,822	48,891
Special.....	1,398	567
Switching.....	567,813	612,458
Total revenue miles.....	2,625,871	2,634,478
Non-revenue miles.....	79,196	56,816
Total.....	2,705,067	2,691,294

	TRAIN MILEAGE	
	Year Ended Dec. 31, 1925	Year Ended Dec. 31, 1924
Freight.....	960,005	947,450
Passenger.....	1,017,186	980,233
Mixed.....	43,666	47,758
Special.....	1,398	567
Total revenue miles.....	2,022,255	1,976,008
Non-revenue miles.....	31,512	37,508
Total.....	2,053,767	2,013,516



CAR MILEAGE		Year Ended Dec. 31, 1925	Year Ended Dec. 31, 1924
Passenger.....		6,463,955	5,583,972
Freight.....		35,005,102	33,409,331
Total.....		41,469,057	38,993,303

EQUIPMENT		On Hand Jan. 1, 1925	On Hand Jan. 1, 1926
<i>Locomotives—</i>			
Passenger.....		30	29
Freight.....		69	66
Switching.....		11	11
Total.....		110	106
<i>Passenger Cars—</i>			
Coach.....		52	48
Motor coach.....		2	2
Dining.....		1	1
Combination passenger and baggage.....		10	9
Baggage, mail and express.....		26	21
Milk.....		37	57
Total.....		128	138
<i>Freight and Work Cars—</i>			
<i>Freight—</i>			
Box.....		1,910	1,976
Stock.....		3	3
Coal.....		200	199
Flat.....		308	276
Caboose.....		43	49
<i>Work—</i>			
Cinder.....		40	35
Wreck.....		23	23
Snowplows.....		8	9
Construction.....		74	73
Scraper.....		15	14
Official.....		1	1
Store.....		1	1
		2,626	2,659

The foregoing statement includes leased equipment.

CANADIAN NATIONAL RAILWAYS

TABULAR SUMMARY of Reports of Work Done and Expenditures made to End of Year, 1925, also during the Calendar Year 1925, on the Various Branch Lines of the Canadian National Railways, Authorized to be Constructed under Chapter 14-32 of 14-15 George V, and Chapters 5 and 7 of 15-16 George V.

14-15 George V Chapter	Name of Branch	Authorized in Schedule			Expenditure in year 1925 \$	Expenditure to December 31, 1925 \$	Work done to end year 1925, also during year 1925					
		Miles	Amount \$	Plus 15 per cent allowed			Grading		Tracklaying		Ballasting	
							To end of year 1925 Miles	Year 1925 Miles	To end Year 1925 Miles	Year 1925 Miles	To end of year 1925 Miles	Year 1925 Miles
14	China Clay.....	2-3	105,000	120,750	34,537 05	2-3	2-3	7-4	7-4	6-3	6-3	
15	Cowichan Bay.....	8-0	353,000	411,700	317,793 45	7-4	5-2	7-4	7-4	11-6	11-6	
16	Dunblane-Central Butte.....	42-0	2,767,000	3,182,950	1,055,275 82	37-6	18-2	36-2	36-2	30-0	30-0	
17	Estson S.E.....	35-0	649,000	746,350	505,155 38	.....	.....	34-7	34-7	.....	.....	
18	Acadia Valley.....	25-0	365,000	532,550	563,435 93	.....	.....	.....	.....	.....	.....	
19	Grande Pesièrre.....	12-0	357,000	410,550	81,814 82	11-9	0-4	11-9	0-4	11-9	6-9	
20	Gravelbourg.....	17-0	1,444,000	1,65,000	21,561 80	62-1	48-6	62-1	61-2	18-0	18-0	
21	Hanna-Warrenton.....	57-0	1,445,000	1,691,750	962,961 33	4-0	4-0	105-1	104-6	105-1	105-1	
22	Kamloops-Kelowna and Lumby.....	105-0	2,326,000	2,571,400	1,782,329 81	.....	.....	.....	.....	.....	.....	
23	Kamloops-Vaeeboro.....	41-0	2,123,000	2,441,450	Nil	.....	.....	.....	.....	.....	.....	
24	Lockeport Spur.....	4-0	1,161,000	185,150	179,305 68	4-2	4-2	4-2	4-2	4-2	4-2	
25	Loverna Westernly.....	50-0	1,192,000	1,370,800	699,468 03	50-1	37-2	50-1	50-1	10-0	10-0	
26	Panorama Island.....	10-0	1,187,000	215,050	91,183 13	.....	.....	10-0	10-0	.....	.....	
27	Peebles Southernly.....	29-0	300,000	345,000	31,055 21	3-1	.....	21-9	21-9	22-4	22-4	
28	Pine Falls.....	19-0	475,000	546,250	285,431 88	.....	17-4	14-3	14-3	.....	.....	
29	Prince Albert N.E.....	23-0	403,000	466,900	82,630 39	6-5	.....	23-14	23-14	23-9	23-9	
30	Rosedale S.E.....	39-0	915,000	1,032,250	Nil	.....	.....	.....	.....	.....	.....	
31	St. Paul S.E.....	21-0	525,000	603,750	9,898 96	0-8	0-8	.....	.....	22-5	22-5	
32	Ste. Rose du Lac.....	22-0	378,000	434,700	133,947 81	.....	.....	22-56	.....	.....	.....	
Total 14-15 George V.....		.....	15,186,000	17,463,900	6,210,379 03	207-4	133-3	414-6	323-1	277-0	238-5	
15-16 George V Chapter 5 7	Bengough-Willowbunch.....	27-0	945,000	1,036,750	263,070 43	23-9	23-9	8-6	8-6	.....	.....	
	Turtleford S.E.....	67-0	1,871,000	2,151,650	239,715 37	4-4	4-4	23-3	23-3	.....	.....	
	Total 15-16 George V.....	.....	2,816,000	3,238,400	532,785 80	28-3	28-3	31-9	31-9	.....	.....	
Grand Totals.....		.....	18,002,000	20,702,300	6,743,164 83	233-7	166-6	446-5	355-0	277-0	233-5	



## REPORT OF THE DEPARTMENTAL ACCOUNTANT.

TOTAL EXPENDITURE AND REVENUE of the Department of Railways and Canals prior to and since Confederation to March 31, 1926.

	\$	cts.	\$	cts.
Grand total expenditure.....			1,316,478,658	35
Expenditure on railways.....	927,949,561	43		
" Quebec bridge.....	22,165,875	13		
" Railway subsidies.....	78,785,471	09		
" Canals.....	239,247,391	25		
" Miscellaneous.....	48,330,359	45		
Total expenditure.....			1,316,478,658	35
Classification of expenditure in general—				
Capital account.....	693,377,363	51		
Revenue account.....	493,932,043	13		
Income account.....	50,383,780	62		
Consolidated Fund—railway subsidies.....	78,785,471	09		
Total expenditure.....			1,316,478,658	35
Classification of expenditure in detail—				
Railways—				
Capital.....	474,230,931	79		
Income.....	8,781,336	73		
Revenue.....	444,937,292	91		
Quebec bridge—				
Capital.....	21,706,664	49		
Income.....	459,210	64		
Railway subsidies.....				
Total expenditure on railways.....			927,949,561	43
Canals—				
Capital.....	175,812,315	86		
Income.....	14,517,036	22		
Revenue, staff.....	27,201,374	68		
Revenue, repairs.....	21,716,664	49		
Miscellaneous expenditure—				
Capital.....	21,627,451	37		
Income.....	26,626,197	03		
Revenue.....	76,711	05		
Grand total expenditure.....			239,247,391	25
			48,330,359	45
			1,316,478,658	35

### GENERAL SUMMARY of the Expenditure and Revenue for Fiscal Year ending March 31, 1926

Grand total expenditure to March 31, 1926.....		1,316,478,658 35
This expenditure is divided as follows—		
Railways, including Quebec bridge.....	1,028,900,907 65	
Canals.....	239,247,391 25	
General expenditure.....	48,330,359 45	
		1,316,478,658 35
<i>Total expenditure for the year ending March 31, 1926—</i>		
This expenditure is divided as follows—		
Railways.....	388,416 41	
Canals.....	14,640,055 63	
General expenditure.....	2,300,938 59	
		17,329,410 63
REVENUE RECEIVED		
<i>Grand total of revenue received from July 1, 1867 to March 31, 1926—</i>		
Railways.....	391,866,392 09	
Canals.....	22,568,997 77	
		414,435,389 86
Revenue received from Canals during fiscal year.....		932,420 05

## REVENUE

GENERAL STATEMENT of the Revenue received during the Year ending  
March 31, 1926

	\$	cts.
Canals—		
Welland canal.....	127,844	07
Welland canal, Port Colborne elevator.....	399,784	54
Welland ship canal.....	6,850	45
Beauharnois canal.....	15,075	31
Soulanges canal.....	3,950	11
Cornwall canal.....	26,396	48
Williamsburg canal.....	1,811	50
Lachine canal.....	240,098	13
Chambly canal.....	1,003	68
Carillon and Grenville canal.....	971	00
Chats Falls canal.....	1	00
St. Anne's lock.....	832	75
Rideau canal.....	11,869	31
St. Peters canal.....	20	00
Murray canal.....	254	00
Trent canal.....	95,507	72
Sault Ste. Marie canal.....	91	00
Miscellaneous.....	59	00
Total.....	932,420	05

## GENERAL STATEMENT of Expenditure during the Year ending March 31, 1926

	\$	cts.	\$	cts.
Total expenditure.....			17,329,410	63
Expenditure chargeable to railways.....	388,416	41		
Expenditure chargeable to canals.....	14,640,055	63		
General expenditure.....	2,300,938	59		
Total expenditure.....			17,329,410	63
Classification of expenditure in general—				
Capital account.....	11,983,880	66		
Income account.....	3,210,796	99		
Revenue account.....	2,134,732	98		
Total expenditure.....			17,329,410	63
Classification of expenditure by accounts—				
Railways—				
Capital expenditure.....			40,580	26
Revenue expenditure.....			20,587	31
Income expenditure, general.....			408,409	36
Canals—				
Capital expenditure.....			12,024,460	92
Income expenditure.....	487,798	09		
Income expenditure, general.....	13,650	95	501,449	04
Revenue expenditure, staff.....	1,046,568	15		
Revenue expenditure, staff, general.....	133,294	81	1,179,862	96
Revenue expenditure, repairs.....	873,681	54		
Revenue expenditure, repairs, general.....	60,601	17	934,282	71
General expenditure, income account.....			2,300,938	59
Total expenditure.....			17,329,410	63



## PRINCIPAL EXPENDITURES DURING THE FISCAL YEAR.

	\$	cts.
Railway Commission, maintenance.....	240,388	58
Railway Commission, statute.....	50,077	77
Surveys and Inspections, railways.....	49,943	50
Railway Grade Crossing Fund.....	66,224	53
Canada Highways Act, Chapter 54, 1919.....	1,649,328	69
Canada Highways Commission.....	37,383	36
Vote 340, St. Lawrence Ship Canal, Surveys and Investigations.....	149,971	57
Workmen's Compensation Act.....	360,063	71
Canadian Government Rys, to supplement pension allowance.....	43,505	80
Hudson Bay Railway—Port Nelson terminals—revenue.....	20,587	31
Welland Ship Canal.....	11,960,465	11
Surveys and Inspections, canals.....	13,650	95
Canals expenditure.....	2,472,043	59
Miscellaneous expenditure.....	156,712	17
Vote 341, To recoup Canadian Government Merchant Marine, Ltd.....	59,063	99
Total.....	17,329,410	63

EXPENDITURE on Government and other Railways for fiscal year ending  
March 31, 1926

	Capital	Income	Revenue	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway.....	39,435 63			39,435 63
Total.....	39,435 63			39,435 63
Vote 420—Canadian Pacific Railway—Original Construction.....	1,339 44			1,339 44
Railway Commission, maintenance.....		240,388 58		240,388 58
Railway Commission, statutory.....		50,077 77		50,077 77
Surveys and inspections.....		49,943 50		49,943 50
Railway Grade Crossing Fund.....		66,224 53		66,224 53
Governor General's cars.....		1,774 98		1,774 98
Hudson Bay Ry.—Port Nelson terminals.....	2,484 07		20,587 31	18,103 24
Total.....	1,144 63	408,409 36	20,587 31	427,852 04
Grand total of railways.....	40,580 26	408,409 36	20,587 31	388,416 41
MISCELLANEOUS				
Canada Highways Act, chapter 54, 1919.....		1,649,328 69		1,649,328 69
Workmen's Compensation Act, chap. 15, Statutes of Canada, 1918.....		360,063 71		360,063 71
Canada Highways Commission.....		37,383 36		37,383 36
Printing and Stationery, outside service.....		1,621 47		1,621 47
Canadian Government Railways—To supplement pension allowance.....		43,505 80		43,505 80
Vote 340—St. Lawrence Ship Canal—Surveys and investigations and Canadian National Advisory Committee.....		149,971 57		149,971 57
Vote 341—To recoup the Canadian Government Merchant Marine Ltd. for management and operation of barquentine "S. F. Tolmie".....		59,063 99		59,063 99
		2,300,938 59		2,300,938 59

## EXPENDITURE on Canals for Fiscal Year ended March 31, 1926

Name of Canal	Chargeable to		Chargeable to Revenue		Total
	Capital	Income	Staff	Repairs	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Carillon and Grandville.....			29,145 60	24,613 95	53,759 55
Chambly.....		36,749 81	49,131 59	62,272 89	148,154 29
Cornwall.....	500 00		97,333 20	60,572 20	157,405 40
Lachine.....		45,011 60	139,618 42	157,534 86	342,164 88
Murray.....			8,433 28	6,433 67	14,866 95
Rideau.....			81,920 56	100,426 63	182,347 19
St. Anne's Lock.....	50,000 00	8,419 38	5,250 83	4,917 03	68,587 24
St. Lawrence river canals.....		48,650 37			48,650 37
St. Lawrence ship canal.....	1,709 54				1,709 54
St. Ours.....			4,533 40	3,833 60	8,417 00
Soulanges.....		13,750 47	50,487 10	96,720 76	160,958 33
St. Peters.....		45,000 00	6,412 16	1,776 29	53,188 45
Sault Ste. Marie.....			40,755 57	31,332 12	72,087 69
Trent.....	17,414 85	283,155 76	142,675 83	88,474 64	531,721 08
Welland.....	1,209 50	7,060 70	342,931 54	201,017 66	549,800 40
Welland Ship.....	11,960,465 11				11,960,465 11
Williamsburg.....			47,889 07	33,755 24	81,644 31
	12,024,460 92	487,798 09	1,046,568 15	873,681 54	14,432,508 70
GENERAL ON CANALS					
Dredge vessels, Quebec canals.....			29,625 15	16,553 10	46,178 25
Dredge vessels, Rideau canal.....				29,498 65	29,498 65
Sunday labour.....			58,535 50		58,535 50
Surveys and inspections.....		13,650 95			13,650 95
QUEBEC CANALS					
Maintenance.....			30,623 85		30,623 85
Hungry Bay and Ste. Barbe dykes.....				14,549 42	14,549 42
MISCELLANEOUS					
Civil Service Amendment Act gra- tuities to dependents of deceased employees.....			2,990 26		2,990 26
Canals revenue.....			11,520 05		11,520 05
Total.....		13,650 95	133,294 81	60,601 17	207,546 93
Grand total.....	12,024,460 92	501,449 04	1,179,862 96	934,282 71	14,640,055 63

## RECAPITULATION OF EXPENDITURE

	Capital	Income	Revenue	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure on railways.....	40,580 26	408,409 36	20,587 31	388,416 41
Expenditure on canals.....	12,024,460 92	501,449 04	2,114,145 67	14,640,055 63
Miscellaneous expenditure, general.....		2,300,938 59		2,300,938 59
	11,983,880 66	3,210,796 99	2,134,732 98	17,329,410 63



## EXPENDITURE on Canals to March 31, 1926

## CAPITAL ACCOUNT

	Previous Years		1925-26		Total	
	\$	cts.	\$	cts.	\$	cts.
Beauharnois.....	1,636,029	29			1,636,029	29
Carillon and Grenville.....	4,191,756	51			4,191,756	51
Chambly.....	780,996	52			780,996	52
Cornwall.....	7,246,304	21		500 00	7,245,804	21
Culbute lock and dam.....	382,391	46			382,391	46
Lachine.....	14,132,684	80			14,132,684	80
Lake St. Francis.....	75,906	71			75,906	71
Lake St. Louis.....	298,176	11			298,176	11
Murray.....	1,248,946	71			1,248,946	71
Rideau.....	4,214,263	99			4,214,263	99
Sault Ste. Marie.....	4,935,809	42			4,935,809	42
Soulanges.....	7,904,044	53			7,904,044	53
St. Anne's lock.....	1,270,215	63		50,000 00	1,320,215	63
St. Lawrence river canals—						
North channel.....	1,995,142	87			1,995,142	87
River reaches.....	483,830	20			483,830	20
Galops channel.....	1,039,895	65			1,039,895	65
St. Lawrence ship canal.....	135,777	30		1,709 54	134,067	76
St. Ours.....	127,228	56			127,228	56
St. Peter's.....	648,547	14			648,547	14
Tay.....	489,599	23			489,599	23
Trent.....	19,319,759	73		17,414 85	19,337,174	58
Welland.....	29,908,497	63		1,809 50	29,907,288	13
Welland ship.....	50,772,092	77		11,960,465 11	62,732,557	88
Williamsburg.....	1,334,551	80			1,334,551	80
Farran's Point.....	877,090	57			877,090	57
Galops.....	6,143,468	11			6,143,468	11
Rapide Plat.....	2,159,880	80			2,159,880	80
Total.....	163,752,888	25		12,024,460 92	175,777,349	17
Canals general.....		34,966 69				34,966 69
Grand total.....	163,787,854	94		12,024,460 92	175,812,315	86

## INCOME ACCOUNT

	Previous Years		1925-26		Total	
	\$	cts.	\$	cts.	\$	cts.
Baie Verte.....	44,387	53			44,387	53
Beauharnois.....	265,810	84			265,810	84
Carillon and Grenville.....	461,519	72			461,519	72
Chambly.....	889,595	54		36,749 81	926,345	35
Cornwall.....	637,119	09			637,119	09
Culbute lock and dam.....	60,923	37			60,923	37
Lachine.....	1,887,173	78		45,011 60	1,932,185	38
Lake St. Francis.....	27,028	08			27,028	08
Murray.....	101,457	76			101,457	76
Rideau.....	714,865	55			714,865	55
Sault Ste. Marie.....	320,974	77			320,974	77
Soulanges.....	493,944	46		13,750 47	507,694	93
St. Anne's lock.....	118,018	13		8,419 38	126,437	51
St. Lawrence river canals.....	172,074	54		48,650 37	220,724	91
St. Ours.....	178,366	58			178,366	58
St. Peter's.....	781,493	05		45,000 00	826,493	05
Tay.....		748 65				748 65
Trent.....	2,324,443	90		283,155 76	2,607,599	66
Welland.....	3,160,674	17		7,060 70	3,167,734	87
Williamsburg.....	396,175	43			396,175	43
Total.....	13,036,794	94		487,798 09	13,524,593	03
Canals general.....		978,792 24		13,650 95		992,443 19
Grand total.....	14,015,587	18		501,449 04	14,517,036	22

## REVENUE ACCOUNT—STAFF

	Previous Years	1925-26	Total
	\$ cts.	\$ cts.	\$ cts.
Beauharnois.....	649,574 89		649,574 89
Carillon and Grenville.....	1,046,321 92	29,145 60	1,075,467 52
Chambly.....	1,321,215 67	49,131 59	1,370,347 26
Cornwall.....	2,349,575 44	97,333 20	2,446,908 64
Culbute lock and dam.....	11,507 48		11,507 48
Lachine.....	3,698,288 83	139,618 42	3,837,907 25
Murray.....	197,689 80	8,433 28	206,123 08
Rideau.....	2,302,793 69	81,920 56	2,384,714 25
Sault Ste. Marie.....	696,338 84	40,755 57	737,094 41
Soulanges.....	885,364 58	50,487 10	935,851 68
St. Anne's lock.....	162,249 88	5,250 83	167,500 71
St. Ours.....	158,560 04	4,583 40	163,143 44
St. Peter's.....	159,636 66	6,412 16	166,048 82
Trent.....	1,363,740 78	142,675 83	1,506,416 61
Welland.....	7,008,218 28	342,931 54	7,351,149 82
Williamsburg.....	988,640 55	47,889 07	1,036,529 62
Total.....	22,999,717 33	1,046,568 15	24,046,285 48
Canals general.....	3,021,794 39	133,294 81	3,155,089 20
Grand total.....	26,021,511 72	1,179,862 96	27,201,374 68

## REVENUE ACCOUNT—REPAIRS

	Previous Years	1925-26	Total
	\$ cts.	\$ cts.	\$ cts.
Beauharnois.....	525,691 23		525,691 23
Carillon and Grenville.....	768,617 84	24,613 95	793,231 79
Chambly.....	1,374,140 94	62,272 89	1,436,413 83
Cornwall.....	1,515,960 66	60,572 20	1,576,532 86
Culbute lock and dam.....	7,036 15		7,036 15
Lachine.....	3,467,788 23	157,534 86	3,625,323 09
Murray.....	139,843 62	6,433 67	146,277 29
Rideau.....	2,710,866 02	100,426 63	2,811,292 65
Sault Ste. Marie.....	618,376 10	31,332 12	649,708 22
Soulanges.....	1,163,814 91	96,720 76	1,260,535 67
St. Anne's lock.....	183,828 63	4,917 03	188,745 66
St. Ours.....	155,446 66	3,833 60	159,280 26
St. Peter's.....	48,433 35	1,776 29	50,209 64
Trent.....	1,296,629 89	88,474 64	1,385,104 53
Welland.....	5,018,769 39	201,017 66	5,219,787 05
Williamsburg.....	841,969 22	33,755 24	875,724 46
Total.....	19,837,212 84	873,681 54	20,710,894 38
Canals general.....	945,188 94	60,601 17	1,005,770 11
Grand total.....	20,782,381 78	934,282 71	21,716,664 49



## TOTAL EXPENDITURE by Canals to March 31, 1926

Canals	Capital	Income	Revenue		Total
			Staff	Repairs	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....		44,387 53			44,387 53
Beauharnois.....	1,636,029 29	265,810 84	649,574 89	525,691 23	3,077,106 25
Carillon and Grenville.....	4,191,756 51	461,519 72	1,075,467 52	793,231 79	6,521,975 54
Chambly.....	780,996 52	926,345 35	1,370,347 26	1,436,413 83	4,514,102 96
Cornwall.....	7,245,804 21	637,119 09	2,446,908 64	1,576,532 86	11,906,364 80
Culbute lock and dam.....	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine.....	14,132,684 80	1,932,185 38	3,837,907 25	3,625,323 09	23,528,100 52
Lake St. Francis.....	75,906 71	27,028 08			102,934 79
Lake St. Louis.....	298,176 11				298,176 11
Murray.....	1,248,946 71	101,457 76	206,123 08	146,277 29	1,702,804 84
Rideau.....	4,214,263 99	714,865 55	2,384,714 25	2,811,292 65	10,125,136 44
Sault Ste. Marie.....	4,935,809 42	320,974 77	737,094 41	649,708 22	6,643,586 82
Soulanges.....	7,904,044 53	507,694 93	935,851 68	1,260,535 67	10,608,126 81
St. Anne's lock.....	1,320,215 63	126,437 51	167,500 71	188,745 66	1,802,899 51
St. Lawrence river canals—					
North channel.....	1,995,142 87				
River reaches.....	483,830 20				
Galops channel.....	1,039,895 65	220,724 91			3,739,593 63
St. Lawrence ship canal.....	134,067 76				134,067 76
St. Ours.....	127,228 56	178,366 58	163,143 44	159,280 26	628,018 84
St. Peter's.....	648,547 14	826,493 05	166,048 82	50,209 64	1,691,298 65
Tay.....	489,599 23	748 65			490,347 88
Trent.....	19,337,174 58	2,607,599 66	1,506,416 61	1,385,104 53	24,836,295 38
Welland.....	29,907,288 13	3,167,734 87	7,351,149 82	5,219,787 05	45,645,959 87
Welland ship.....	62,732,557 88				62,732,557 88
Williamsburg.....	1,334,551 80				
Farran's Point.....	877,090 57	396,175 43	1,036,529 62	875,724 46	12,823,420 79
Galops.....	6,143,468 11				
Rapide Plat.....	2,159,880 80				
Total.....	175,777,349 17	13,524,593 03	24,046,285 48	20,710,894 38	234,059,122 06
Canals general.....	34,966,69	992,443 19	3,155,089 20	1,005,770 11	5,188,269 19
Grand total.....	175,812,315 86	14,517,036 22	27,201,374 68	21,716,664 49	239,247,391 25

## YEARLY EXPENDITURE on Canals and Revenue Received to March 31, 1926

	Year end- ing	Capital	Income	Revenue		Revenue received
				Staff	Repairs	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure.....		20,593,866 13	98,378 46			
Government expenditure (1868 to 1879 included).....		17,004,842 55	515,196 21	1,830,398 92	1,832,998 61	5,079,068 36
Govt. expenditure.....	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
" ".....	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" ".....	1882	1,593,174 09	55,025 03	224,572 61	187,390 02	325,231 54
" ".....	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" ".....	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" ".....	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" ".....	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" ".....	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" ".....	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" ".....	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" ".....	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" ".....	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" ".....	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" ".....	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" ".....	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" ".....	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" ".....	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" ".....	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 54
" ".....	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 82
" ".....	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 33
" ".....	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 81
" ".....	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 68
" ".....	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 66
" ".....	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 19
" ".....	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	179,536 58
" ".....	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 25
" ".....	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 71
" ".....	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 11
" ".....	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 16
" ".....	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 25
" ".....	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 23
" ".....	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 46
" ".....	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" ".....	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 69
" ".....	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 08
" ".....	1915	5,400,796 03	405,806 32	675,770 67	562,599 27	427,763 16
" ".....	1916	6,142,148 96	348,174 41	697,532 44	529,565 23	446,722 26
" ".....	1917	4,304,589 09	372,102 96	700,022 11	486,167 67	461,423 14
" ".....	1918	1,781,957 07	90,255 66	743,857 09	540,331 49	414,868 21
" ".....	1919	2,211,935 48	137,604 37	733,090 71	698,878 14	387,654 90
" ".....	1920	4,579,565 22	743,877 26	745,986 58	713,334 83	442,193 02
" ".....	1921	5,449,961 68	1,104,239 51	815,979 22	920,992 94	366,001 69
" ".....	1922	4,482,638 65	744,990 40	983,042 31	1,105,053 90	804,518 58
" ".....	1923	4,995,184 27	548,757 36	924,216 63	859,839 45	742,410 46
" ".....	1924	6,747,395 04	457,510 91	980,094 21	942,056 20	900,575 26
" ".....	1925	10,619,902 69	445,955 15	959,516 48	853,076 17	913,075 27
" ".....	1926	12,024,460 92	487,798,09	1,046,568 15	873,681 54	932,420 05
Total*.....		175,777,349 17	13,524,593 03	24,046,285 48	20,710,894 38	22,568,997 77

\* This does not include expenditure which has been charged to Miscellaneous Canals Expenditure, but only the amount expended on specific canals.

† Canal tolls abolished this year.



## STATEMENT of Canals Revenue for Year ending March 31, 1926

Divisions	Dues	Rents	Total
	\$ cts.	\$ cts.	\$ cts.
<i>Welland Canal—</i>			
Port Dalhousie.....	303 81	110,849 30	111,153 11
Port Colborne.....	1,514 28	15,176 68	16,690 96
Port Colborne elevator.....	399,784 54		399,784 54
Total.....	401,602 63	126,025 98	527,628 61
<i>Welland Ship Canal—</i>			
Port Dalhousie.....		4,609 20	4,609 20
Port Colborne.....		2,241 25	2,241 25
Total.....		6,850 45	6,850 45
<i>St. Lawrence Canals—</i>			
Coteau Landing, Beauharnois canal.....		15,075 31	15,075 31
Coteau Landing, Soulanges canal.....	75 00	3,875 11	3,950 11
Cornwall, Cornwall canal.....	1,217 98	25,178 50	26,396 48
Cardinal, Williamsburg canal.....	15 00	1,796 50	1,811 50
Lachine, Lachine canal.....	7,044 63	211,132 45	218,177 08
Montreal, Lachine canal.....	21,921 05		21,921 05
Total.....	30,273 66	257,057 87	287,331 53
<i>Chambly Canal—</i>			
Chambly.....	18 90	779 78	798 68
St. Johns.....		150 00	150 00
St. Ours.....		55 00	55 00
Total.....	18 90	984 78	1,003 68
<i>Ottawa River Canals—</i>			
Carillon and Grenville canal.....	8 00	963 00	971 00
Chats Falls canal.....		1 00	1 00
St. Anne's lock.....	114 08	718 67	832 75
Total.....	122 08	1,682 67	1,804 75
<i>Rideau Canal—</i>			
Ottawa.....	390 00	10,250 40	10,640 40
Kingston Mills.....		902 41	902 41
Smiths Falls.....	35 00	291 50	326 50
Total.....	425 00	11,444 31	11,869 31
<i>St. Peter's canal.....</i>		20 00	20 00
<i>Murray canal.....</i>		254 00	254 00
<i>Trent canal.....</i>	190 50	95,317 22	95,507 72
<i>Sault Ste. Marie canal.....</i>		91 00	91 00
<i>Miscellaneous.....</i>		59 00	59 00
Grand total.....	432,632 77	499,787 28	932,420 05

## STATEMENT of Hydraulic and other Rents Showing Rent Accrued, Paid and Balances Due March 31, 1926

Balance due April 1, 1925	Hydraulic and other Rents accrued	Lock House Rents	Totals	Divisions	Abatement for Refunds	Deposited to credit of Receiver General		Balance due March 31, 1926	Totals
						Lock House Rents	Hydraulic Rents		
\$	\$	\$	\$		\$	\$	\$	\$	\$
cts.	cts.	cts.	cts.		cts.	cts.	cts.	cts.	cts.
*14,669 04	122,754 71	1,951 00	139,375 65	Welland Canal.....	1,453 00	1,972 00	124,053 98	11,896 67	139,375 65
* 471 33	1,101 40	5,942 75	7,515 48	Welland Ship Canal.....		5,883 75	966 70	53,065 03	7,515 48
23,596 56	187,397 57	256 00	164,257 01	Lachine Canal.....	6,190 14	256 00	210,876 45	53,065 03	164,257 01
	15,075 31		15,075 31	Beauharnois Canal.....			15,075 31		15,075 31
25 00	3,539 11	336 00	3,900 11	Soulanges Canal.....		336 00	3,539 11	25 00	3,900 11
4 00	303 86	682 00	989 86	Chambly Canal.....	6 08	682 00	302 78	1 00	989 86
3 00	748 00	202 00	953 00	Carillon and Grenville Canal.....		202 00	761 00	10 00	953 00
135 00	25,043 50		25,178 50	Cornwall Canal.....			25,178 50		25,178 50
	14 00	240 00	254 00	Murray Canal.....		240 00	14 00		254 00
	683 67	60 00	743 67	St. Anne's Lock.....		60 00	683 67		743 67
3,291 00	2,431 50	216 00	5,938 50	Williamsburg Canal.....	851 00	216 00	1,580 50	3,291 00	5,938 50
10,148 00	9,833 66	2,221 00	22,202 66	Rideau Canal.....	482 00	2,221 00	9,223 31	10,276 35	22,202 66
29 35	93,015 13	2,274 33	95,318 81	Trent Canal.....	1 00	2,274 33	93,042 89		95,318 81
	91 00		91 00	Sault Ste. Marie Canal.....			91 00		91 00
	25 00		25 00	St. Peters Canal.....			20 00	5 00	25 00
	1 00		1 00	Chats Falls Canal.....			1 00		1 00
	74 00		74 00	Miscellaneous.....			59 00		74 00
5,380 06	462,132 42	14,381 08	481,893 56		8,983 22	14,343 08	485,444 20	22,876 94	481,893 56

\*House rent account transferred from Welland to Welland Ship Canal.



## WELLAND SHIP CANAL—Amounts Expended on Construction to March 31, 1926

	Year ending	Capital
Government expenditure.....	1914	\$ 994,257 60
" ".....	1915	4,074,200 69
" ".....	1916	4,892,105 15
" ".....	1917	3,513,769 82
" ".....	1918	1,235,046 59
" ".....	1919	1,823,875 96
" ".....	1920	3,499,963 35
" ".....	1921	5,070,297 57
" ".....	1922	4,279,815 61
" ".....	1923	4,776,393 84
" ".....	1924	6,465,512 55
" ".....	1925	9,909,636 95
	12,015,618 24	
Less sale of materials.....	55,153 13 * 1926	11,960,465 11
Total.....		62,495,340 79

Expenditure as above.....\$62,495,340 79

To which add the preliminary expenditure for surveys,  
borings, etc., charged to Welland canal capital as follows:—

1905-06.....	\$ 13,231 97
1906-07.....	10,825 27
1907-08.....	8,300 34
1908-09.....	19,993 37
1909-10.....	9,979 91
1910-11.....	21,229 35
1911-12.....	23,138 60
1912-13.....	112,890 92
1915-16.....	17,627 36
	237,217 09

Total cost of Welland Ship Canal to March 31, 1926.....\$62,732,557 88

## HUDSON BAY RAILWAY—Expenditure to March 31, 1926

Year	Capital		Deficits during Operation		Total Cost
	Schedule "F" Public Accounts	Schedule "K" Public Accounts	Amounts chargeable to appropriations under collection of Revenue	Schedule "K"	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1909.....	92,427 83				92,427 83
1910.....	53,042 63				53,042 63
1911.....	184,149 81				184,149 81
1912.....	159,632 00				159,632 00
1913.....	1,009,024 52				1,009,024 52
1914.....	3,071,631 22				3,071,631 22
1915.....	3,256,074 39				3,256,074 39
1916.....	2,981,425 47				2,981,425 47
1917.....	1,792,190 39				1,792,190 39
1918.....	1,288,789 61				1,288,789 61
1919.....	641,318 69				641,318 69
1920.....	247,153 67				247,153 67
1921.....			* 22,484 42		22,484 42
1922.....	61,563 43		* 49,397 98		110,961 41
1923.....	13,824 94		* 26,293 27		40,118 21
1924.....	183,250 35	27,104 38		111,924 37	322,279 10
1925.....	53,848 38	296,439 06		51,567 80	294,158 48
1926.....		133,983 32		39,351 03	173,334 35
	14,487,343 23	457,526 76	98,175 67	202,843 20	15,245,888 86

NOTE: Above items under "Schedule K" in Public Accounts form part of cash loans to Canadian National Railways.

\* These items form part of Canadian Government Railways deficits shown elsewhere under heading of "Government expenditure relative to Railways."

## PORT NELSON TERMINALS—Expenditure to March 31, 1926

	Capital	Amounts chargeable to Appropriations under Collection of Revenue
	\$ cts.	\$ cts.
1909.....		
1910.....		
1911.....		
1912.....		
1913.....	90,038 63	
1914.....	1,427,086 03	
1915.....	1,517,669 60	
1916.....	1,905,706 30	
1917.....	812,089 55	
1918.....	590,909 39	
1919.....	78,760 89	
1920.....	11,545 19	
1921.....	121,063 71	
1922.....	34,769 87	
1923.....	27,802 56	
1924.....	24,621 93	
1925.....	2,184 04	
1926.....	8,484 07	20,587 31
	6,242,114 42	20,587 31

## QUEBEC BRIDGE—Amounts expended on Construction

	Year	Capital	Income
		\$ cts.	\$ cts.
Government expenditure.....	1909		422,867 12
“ “ .....	1910		111,788 02
“ “ .....	1911	227,563 40	
“ “ .....	1912	603,293 07	
“ “ .....	1913	1,512,825 96	
“ “ .....	1914	2,604,105 61	
“ “ .....	1915	2,816,305 10	
“ “ .....	1916	2,746,813 70	
“ “ .....	1917	2,733,677 00	
“ “ .....	1918	931,273 01	
“ “ .....	1919	656,761 79	
“ “ .....	1920	880 66	
“ “ .....	1921		24,555 50
“ “ .....	1923	344 70	
		14,831,398 29	559,210 64
Less amount received from Phoenix Bridge Co.....			100,000 00
		14,831,398 29	459,210 64

Capital expenditure as above.....\$14,831,398 29

In this expenditure a total of \$91,188.10 has been credited, being received for sale of scrap and used material from the collapsed bridge.

Add amounts paid by authorities other than Appropriation Acts—

Amount guaranteed by Act of 1903, Chapter 54.....\$ 6,424,781 00

Amount paid to the province of Quebec.....250,000 00

Amount paid to the city of Quebec.....300,000 00

Amount paid to Emile Tanguay, as per Supreme Court award.....485 20

\$ 6,975,266 20

\$21,806,664 49

Less amount received from Phoenix Bridge Co.....100,000 00

\$21,706,664 49

To which add the expenditure under income 1909, 1910 and 1921.....559,210 64

Add also amount paid for subsidies during 1901, 1902 and 1903.....374,353 33

933,563 97

Total expenditure to March 31, 1926.....\$22,640,228 46

\*Agrees with the Canadian National Railways Balance Sheet for 1926.



## INCOME EXPENDITURE Relative to Railways to March 31, 1926

Railways	Previous years	1925-26	Total
	\$ cts.	\$ cts.	\$ cts.
Annapolis and Digby Railway.....	8,381 82		8,381 82
Intercolonial Railway.....	280,000 00		280,000 00
Miscellaneous expenditure.....	8,084,545 55	408,409 36	8,492,954 91
Total.....	8,372,927 37	408,409 36	8,781,336 73
Quebec Bridge.....	459,210 64		459,210 64
Grand total.....	8,832,138 01	408,409 36	9,240,547 37

## EMPLOYEES' COMPENSATION ACT—CHAPTER 15, 1918

## STATEMENT OF EXPENDITURE

To MARCH 31, 1925

Board	Dominion expenditure including amounts advanced	Disbursements under the Act				Balance on deposit
		Compensation, pensions, etc.	Proportion adminis- trative expenses	Interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	143,077 32	116,671 63	21,168 78		137,840 41	5,236 91
New Brunswick.....	372,174 41	320,276 10	40,251 47		360,527 57	11,646 84
Ontario.....	317,414 23	299,242 59	7,971 24		307,213 83	10,200 40
Manitoba.....	191,502 77	160,568 88	26,609 80	497 50	186,681 18	4,821 59
Alberta.....	37,098 18	24,440 73	3,882 12	5,196 39	23,126 46	13,971 72
British Columbia.....	55,000 00	52,576 39	3,581 87	4,877 62	51,280 64	3,719 36
Province of Quebec and miscellaneous.....	168,821 64	168,821 64			168,821 64	
Interest deposited to credit Casual Revenue.....	10,116 05			10,116 05	10,116 05	
Totals to March 31, 1925....	1,295,204 60	1,142,597 96	103,465 28	455 46	1,245,607 78	49,596 82

YEAR 1925-1926

Board	Dominion expenditure including amounts advanced	Disbursements under the Act				Balance on deposit
		Compensation, pensions, etc.	Proportion adminis- trative expenses	Interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	38,480 23	31,566 96	4,438 72		36,005 68	2,474 55
New Brunswick.....	66,828 81	61,236 37	5,691 92		66,928 29	99 48
Ontario.....	90,897 28	79,932 65	4,234 18		84,166 83	6,730 45
Manitoba.....	68,784 34	57,003 91	8,530 28		65,534 19	3,250 15
Alberta.....	3,054 74	9,789 12	1,039 42	766 83	10,061 71	7,006 97
British Columbia.....	24,803 01	16,091 48	403 30	633 02	15,861 76	8,941 25
Province of Quebec and miscellaneous.....	66,759 84	66,759 84			66,759 84	
Interest deposited to credit of Casual Revenue.....	455 46			455 46	455 46	
Totals, year 1925-1926.....	360,063 71	322,380 33	24,337 82	944 39	345,773 76	14,289 95

STATEMENT OF EXPENDITURE—*Concluded*

TO MARCH 31, 1926

Board	Dominion expenditure including amounts advanced	Disbursements under the Act				Balance on deposit
		Compensation pensions, etc.	Proportion administrative expenses	Interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	181,557 55	148,238 59	25,607 50		173,846 09	7,711 46
New Brunswick.....	439,003 22	381,512 47	45,943 39		427,455 86	11,547 36
Ontario.....	408,311 51	379,175 24	12,205 42		391,380 66	16,930 85
Manitoba.....	260,287 11	217,572 79	35,140 08		252,215 37	8,071 74
Alberta.....	40,152 92	34,229 85	4,921 54	5,963 22	33,188 17	6,964 75
British Columbia.....	79,803 01	68,667 87	3,985 17	5,510 64	67,142 40	12,660 61
Province of Quebec and miscellaneous.....	235,581 48	235,581 48			235,581 48	
Interest deposited to credit of Casual Revenue.....	10,571 51			10,571 51	10,571 51	
Totals to March 31, 1926.....	1,655,268 31	1,464,978 29	127,803 10	1,899 85	1,591,381 54	63,886 77

EMPLOYEES COMPENSATION ACT—CHAPTER 15, 1918—Number of claims on which payments were made, and amount disbursed in compensation, Medical Aid and Pensions, Fiscal Year 1925-1926.

## NOVA SCOTIA BOARD:

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
					\$ cts.
Marine and Fisheries.....	3			3	839 28
National Defence.....	3		2	5	1,225 10
Public Works.....	18	3		21	1,885 09
Railways and Canals, Canadian Government Railways.....	196	6	35	237	27,617 49
Totals.....	220	9	37	266	31,566 96

## NEW BRUNSWICK BOARD:

Interior.....	1			1	70 66
Marine and Fisheries.....	8	5		13	1,120 90
Post Office.....			2	2	900 00
Public Works.....	6	8	1	15	866 50
Railways and Canals Canadian Government Railways.....	578	42	62	682	58,278 31
Totals.....	593	55	65	713	61,236 37

## ONTARIO BOARD:

Agriculture.....			1	1	650 39
Customs Excise.....			1	1	698 50
Interior.....	4	1	1	6	2,501 92
Marine and Fisheries.....	5	3	9	17	8,639 16
Mines.....	1			1	101 67
National Defence.....	9		5	14	4,838 16
Public Works.....	23	6	10	39	6,754 15
Railways and Canals Canadian Government Railways.....	127	16	27	170	35,063 18
Canals.....	49	9	25	83	16,802 08
Soldier's Civil Re-establishment.....	7	1	8	16	2,620 50
Soldier's Settlement Board.....	2			2	470 14
Trade and Commerce.....	6	1		7	792 80
Totals.....	233	37	87	357	79,932 65



## MANITOBA BOARD:

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid only	Pension	Total	
Interior.....	2		1	3	\$ 574 12
Marine and Fisheries.....			1	1	240 00
Public Works.....	7	1	3	11	2,044 98
Railways and Canals Canadian Government Railways.....	283	355	14	652	54,144 81
Totals.....	292	356	19	667	57,003 91

## ALBERTA BOARD:

Agriculture.....		1	1	2	570 00
Indian Affairs.....	1		1	2	958 60
Interior.....	22	20	8	48	6,905 41
Mines.....	1		1	2	604 65
National Defence.....	1			1	65 21
Post Office.....	1			1	319 04
Trade and Commerce.....	3	1		4	366 21
Totals.....	29	22	9	60	9,789 12

## BRITISH COLUMBIA BOARD:

Agriculture.....	3	1	1	5	793 68
Customs and Excise.....		4		4	51 70
Indian Affairs.....	1			1	123 86
Interior.....	22	11	2	35	4,343 78
Justice.....			1	1	908 34
Marine and Fisheries.....	14	10	5	29	6,469 56
Mines.....	1	1		2	508 99
National Defence.....	1	9		10	94 06
Post Office.....		7		7	51 90
Public Works.....	16	19	2	37	2,745 61
Totals.....	58	62	11	131	16,091 48

## PROVINCE OF QUEBEC AND MISCELLANEOUS

Health.....	1			1	3,060 30
Marine and Fisheries.....	2			2	3,403 50
Railways and Canals Canadian Government Railways.....	228	96		324	60,275 01
Canals.....	2			2	21 03
Totals.....	233	96		329	66,759 84

## SUMMARY

Agriculture.....	3	2	3	8	2,014 07
Customs and Excise.....		4	1	5	750 20
Health.....	1			1	3,060 30
Indian Affairs.....	2		1	3	1,082 46
Interior.....	51	32	10	93	14,395 89
Justice.....			1	1	908 34
Marine and Fisheries.....	32	18	15	65	20,712 40
Mines.....	3	1	1	5	1,215 31
National Defence.....	14	9	7	30	6,222 53
Post Office.....	1	7	2	10	1,270 94
Public Works.....	70	37	16	123	14,296 33
Railways and Canals Canadian Government Railways.....	1,412	515	138	2,065	235,378 80
Canals.....	51	9	25	85	16,823 11
Soldier's Civil Re-establishment.....	7	1	8	16	2,620 50
Soldier's Settlement Board.....	2			2	470 14
Trade and Commerce.....	0	2		11	1,159 01
Totals.....	1,658	637	228	2,523	322,380 33

## CAPITAL EXPENDITURE Relative to Railways to March 31, 1926

	Previous years	Year ending March 31, 1926	Total
	\$ cts.	\$ cts.	\$ cts.
<i>Canadian Government Railways—</i>			
<i>Intercolonial Railway System—</i>			
Canada Eastern Railway.....	819,000 00		819,000 00
Cape Breton Railway.....	3,860,679 14		3,860,679 14
Drummond County Railway.....	1,464,000 00		1,464,000 00
Eastern Extension Railway.....	1,324,042 81		1,324,042 81
Montreal and European Railway.....	333,942 72		333,942 72
Oxford and New Glasgow Railway.....	1,949,063 21		1,949,063 21
Intercolonial Railway.....	136,861,445 90	39,435 63	136,822,010 27
Total.....	146,612,173 78	39,435 63	146,572,738 15
<i>New Brunswick and Prince Edward Island Railway.</i>			
Prince Edward Island Railway.....	861,847 83		861,847 83
International Railway of New Brunswick.....	13,276,674 49		13,276,674 49
National Transcontinental Railway.....	2,963,021 87		2,963,021 87
Moncton and Buctouche Railway.....	169,294,876 56		169,294,876 56
Salisbury and Albert Railway.....	293,067 16		293,067 16
St. Martin's Railway.....	437,647 60		437,647 60
Elgin and Havelock Railway.....	302,045 64		302,045 64
York and Carleton Railway.....	135,029 12		135,029 12
Quebec and Saguenay Railway.....	59,749 15		59,749 15
Carasquet and Gulf Shore Railway.....	7,772,911 03		7,772,911 03
Lotbiniere and Megantic Railway.....	711,767 38		711,767 38
Cape Breton Railway (extension).....	360,008 39		360,008 39
Hudson Bay Railway.....	107,646 73		107,646 73
Canadian Government Rys.—Rolling Stock.....	14,487,343 23		14,487,343 23
Canadian Government Rys.—Miscellaneous.....	35,906,042 55		35,906,042 55
<i>b</i> Quebec Bridge.....	345 00		345 00
Miscellaneous suspense.....	21,706,664 49		21,706,664 49
	3,862 40		3,862 40
Total.....	415,292,724 40	39,435 63	415,253,288 77
<i>Other Railways and Miscellaneous—</i>			
Canadian Northern Railway.....	10,000,000 00		10,000,000 00
Annapolis and Digby Railway.....	660,683 09		660,683 09
<i>a</i> European and North American Railway.....	88,363 18		88,363 18
<i>a</i> Nova Scotia Railway.....	208,509 72		208,509 72
<i>c</i> Carleton Branch Railway.....	48,410 48		48,410 48
Canadian Pacific Railway.....	62,790,024 81	1,339 44	62,791,364 25
Hudson Bay Railway—Port Nelson Terminals.....	6,244,598 49	2,484 07	6,242,114 42
Yukon Territory Works, Stikine-Teslin Railway.....	283,323 55		283,323 55
North Railway.....	250,000 00		250,000 00
Governor General's cars.....	71,538 82		71,538 82
Miscellaneous expenditure.....	18,000 00		18,000 00
Total.....	495,956,176 54	40,580 26	495,915,596 28

*a* Amount paid between 1868 and 1873, inclusive, was transferred to Consolidated Fund.

*b* Adjusted to agree with Schedule F of the Public Accounts.

*c* This Railway, which cost \$88,410.48, was sold in 1893 to the City of St. John, N.B., for \$40,000.00 (Vic. Chap. 6).



## GOVERNMENT EXPENDITURE RELATIVE TO RAILWAYS

## RECAPITULATION of Expenditure and Revenue to March, 31, 1926

	Capital	Revenue			Revenue received
		Compassionate and miscellaneous	Improvements and betterments	Working expenses	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation.....	13,881,460 65				
Since Confederation—					
1868 to 1890 inclusive.....	105,592,016 89	43,639 97		45,661,435 22	39,107,792 60
1890 to 1891.....	1,184,317 34			3,949,263 73	3,181,888 56
1891 to 1892.....	417,425 73			3,748,597 77	3,136,393 51
1892 to 1893.....	712,917 44			3,288,629 62	3,262,505 62
1893 to 1894.....	585,749 01			3,226,208 13	3,179,019 57
1894 to 1895.....	376,814 83			3,197,846 17	3,129,450 37
1895 to 1896.....	324,774 72			3,254,442 64	3,140,678 47
1896 to 1897.....	204,624 31			3,195,959 58	3,060,074 38
1897 to 1898.....	270,990 85	1,400 00		3,507,248 88	3,313,847 10
1898 to 1899.....	1,112,348 47			3,696,612 31	3,940,570 11
1899 to 1900.....	3,309,130 42			4,665,228 06	4,774,161 87
1900 to 1901.....	3,922,989 37			5,739,051 54	5,213,381 24
1901 to 1902.....	5,386,611 24			5,861,099 54	5,918,990 43
1902 to 1903.....	3,083,680 86			6,474,134 20	6,584,598 77
1903 to 1904.....	2,619,059 86			7,599,958 57	6,627,255 51
1904 to 1905.....	6,125,481 79			8,906,154 35	7,050,892 11
1905 to 1906.....	6,102,565 74			7,893,653 49	7,950,552 97
1906 to 1907.....	7,174,370 17			6,328,745 65	6,509,186 49
1907 to 1908.....	23,684,005 25			9,595,295 43	9,534,569 04
1908 to 1909.....	29,414,227 34			9,764,586 51	8,894,420 42
1909 to 1910.....	21,505,975 91			9,095,903 96	9,647,963 71
1910 to 1911.....	24,532,466 18	1,000 00		10,037,878 77	10,249,394 38
1911 to 1912.....	23,108,805 52	3,950 00		11,074,852 80	11,034,165 83
1912 to 1913.....	17,375,968 10	4,500 00		12,499,925 65	12,442,203 46
1913 to 1914.....	21,628,095 15	11,300 00		13,559,225 45	13,394,317 37
1914 to 1915.....	22,115,663 92	23,000 00		12,474,453 85	12,149,357 32
1915 to 1916.....	21,152,255 19	3,400 00	1,515,895 57	17,891,484 65	18,427,908 65
1916 to 1917.....	12,003,649 70	4,000 00	1,070,334 64	24,725,571 90	23,539,758 61
1917 to 1918.....	34,699,416 96	15,100 00		33,400,460 45	27,240,956 87
1918 to 1919.....	40,193,180 64	17,000 00		43,889,626 07	38,013,725 69
1919 to 1920.....	11,593,148 00	8,500 00		48,194,709 86	41,402,061 36
1920 to 1921.....	5,096,534 94	2,000 00		43,770,971 10	36,814,349 70
*1921 to 1922.....	4,553,638 03			6,326,800 47	
1922 to 1923.....	1,052,292 72			5,695,669 05	
1923 to 1924.....	315,943 52				
1924 to 1925.....	37,499 27				
1925 to 1926.....	40,580 26			<sup>a</sup> 20,587 31	
	474,230,931 79	138,789 97	2,586,230 21	442,212,272 73	391,866,392 09

Total amount of Capital Expenditure.....	\$ cts. 474,230,931 79
Cost of Quebec bridge to March 31, 1925.....	21,706,664 49
Miscellaneous expenditure in 1914.....	18,000 00
	495,955,596 28
Less amount received from the City of St. John, N.B., as purchase price of Carleton Branch Railway.....	40,000 00
	495,915,596 28

\*Under authority of Item 341, Chapter 54, 1921, the receipts and revenues of the Canadian Government Railways were from, Jan. 1, 1921, applied by the management towards payment of working expenditures.

<sup>a</sup> Revenue expenditure of Port Nelson Terminals.

## II.—STATEMENT showing Subsidies paid March 31, 1926

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922	Total
Authority	Amount				
	\$ cts.			\$ cts.	\$ cts.
47 Vic., chap. 8	51,200 00	1	Albert Southern Railway, N.B.....	50,460 00	50,460 00
52 " 3	—	2	Alberta Central Railway, Alta.....	404,480 00	404,480 00
3-4 Geo. V, chap. 46	—	3	Algoma Central and Hudson Bay R., Ont.....	2,048,704 00	2,048,704 00
2 Geo. V, chap. 45	—	4	Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario.....	547,648 00	547,648 00
2 Geo. V, chap. 48	—	5	Atlantic and Lake Superior Ry., Quebec.....	163,418 19	163,418 19
1 Ed. VII, chap. 7	—	6	Atlantic and Northwestern Railway.....	3,732,000 00	3,732,000 00
37 Vic., chap. 14	186,600 annuall ly for 20 years	7	Atlantic, Quebec and Western Ry. Co., Quebec....	902,800 00	902,800 00
48-9 " 56	902,800 00				
6 Ed. VII, chap. 43	—	8	Baie des Chaleurs Railway, Quebec.....	620,000 00	620,000 00
9-10 " 51	—				
46 Vic., chap. 25	320,000 00				
47 " 8	300,000 00				
52 " 3	—	9	Bay of Quinte Railway, Ontario, now Canadian National Ry.....	141,722 45	141,722 45
62-3 Vic., chap. 7	—	10	Beauharnois Junction Railway, Quebec.....	62,400 00	62,400 00
63-4 Vic. " 8	—				
6 Ed. VII, chap. 43	62,400 00	11	Belleville and North Hastings Railway, Ontario...	21,888 00	21,888 00
50-1 Vic., chap. 24	—				
56 " 2	22,400 00	12	Brantford, Waterloo and Lake Erie Ry., Ontario..	57,600 00	57,600 00
48-9 " 59	57,600 00				
49 " 10	128,000 00	13	Brockville, Westport and Sault Ste. Marie Railway	—	—
50-1 " 24	12,800 00		Ontario, now Canadian National Ry.....	140,800 00	140,800 00
48-9 " 59	—	14	Bruce Mines and Algoma Railway, Ontario.....	53,920 00	53,920 00
54-5 " 8	53,920 00				
1 Edw. VII, chap 7	—	15	Buctouche and Moncton Railway, New Brunswick.	101,600 00	101,600 00
4 " 34	96,000 00				
49 Vic., chap. 10	6,400 00				
50-1 " 24	96,000 00	16	Canada Atlantic Railway, Ontario.....	282,355 20	282,355 20
48-9 " 59	38,400 00				
49 " 10	180,000 00	16 1/2	Canada Central Ry.....	1,525,250 00	1,525,250 00
50-1 " 24	1,525,250 00				
43 " 16	40,000 00				
57-8 " 4	—	17	Canada Eastern Ry., formerly Northern and West- ern Ry., New Brunswick, including also Chat- ham Branch Ry.....	374,839 84	374,839 84
62-3 " 7	24,439 84				
52 " 3	—	18	Canada and Gulf Terminal Ry. Co.....	210,053 59	210,053 59
47 " 8	320,000 00				
48-9 " 59	—				
49 " 10	210,053 59				
7-8 Ed. VII, chap 63	—				
47 Vic. Chap 8	32,000 00	19	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec.....	1,265,357 14	1,265,357 14
49 " 10	32,000 00				
52 " 3	22,400 00				
57-8 " 4	96,000 00				
60-1 " 4	164,500 00				
62-3 " 7	245,465 00				
6-7 Ed. VII, chap. 40	86,468 03				
7-8 " 63	621,100 80				
2 Geo. V, chap. 7	—	20	Canadian Northern Alberta Ry. Co., Alberta.....	3,120,000 00	3,120,000 00
3-4 " 10	—	21	Canadian Northern Ontario Ry. Co.....	14,485,635 20	14,485,635 20
6-7 Ed. VII, c. 40	—				
7-8 " 63	—				
3-4 Geo. V, Cap 10	1,580,800 00	22	Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories.....	1,909,132 00	1,909,132 00
62-3 Vic., chap. 7	385,724 00				
63-4 " 8	6,300,000 00	23	Canadian Northern Pacific Ry. Co., British Columbia.....	5,987,520 00	5,987,520 00
2 Geo. V, chap. 9	—	24	Canadian Northern Quebec Ry., formerly Cha- teauguay and Northern Ry., Quebec.....	391,819 75	391,819 75
63-4 Vic., chap. 8	341,819 75	25	Canadian Pacific Ry. Co., British Columbia, (Crow's Nest Pass).....	3,404,720 00	3,404,720 00
3 Ed. VII, chap. 57	50,000 00				
60-61 Vic., chap. 5	3,630,000 00	26	Canadian Pacific Ry. Co. (Dymont Branch).....	22,336 00	22,336 00
	—				
63-4 Vic., chap. 8	32,400 00	27	Canadian Pacific Ry., Bridge at Edmonton, Alberta.....	126,060 00	126,000 00
2 Geo. V, chap. 48	126,000 00	28	Canadian Pacific Ry., Gimli to Icelandic River Bridge.....	80,032 00	80,032 00
3-4 " 46	80,032 00				
4 Ed. VII, chap. 34	153,866 00	29	Can. Pac. Ry. Co., (Kootenay and Arrowhead Branch).....	153,866 00	153,866 00
3-4 Geo. V, chap 46	485,474 27	30	Can. Pac. Ry. Co., Moosejaw northwesterly.....	485,474 27	485,474 27
2 " 48	115,000 00	31	Can. Pac. Ry. Co., Bridge at Outlook.....	115,000 00	115,000 00
3 Ed. V-II, chap 57	435,200 00	32	Can. Pac. Ry. Co. (Pheasant Hills Branch).....	435,200 00	435,200 00
62-3 Vic., chap. 7	160,000 00	33	Can. Pac. Ry. Co. (Pipestone Branch).....	160,000 00	160,000 00
55-6 " 5	80,000 00	34	Can. Pac. Ry. Co. (Revelstoke to Arrow Lake)...	80,000 00	80,000 00
1 Ed. VII, chap. 7	83,200 00	35	Can. Pac. Ry. Co. (Selkirk Branch).....	83,200 00	83,200 00
6-7 " 40	13,440 00	36	Can. Pac. Ry. Co. (Staynerville Branch).....	13,024 00	13,024 00
6 " 43	112,000 00	37	Can. Pac. Ry. Co. Teulon to Icelandic River.....	112,000 00	112,000 00
63-4 Vic., chap. 8	64,000 00	38	Can. Pac. Ry. Co. (Waskada Branch).....	64,000 00	64,000 00
7-8 Ed. VII, c. 63	34,522 43	39	Can. Pac. Ry., Winnipeg to Gimli, Man.....	34,522 43	34,522 43
48-9 Vic., chap. 58	1,500,000 00	40	Canadian Pacific Extension.....	1,500,000 00	1,500,000 00
57-8 " 4	9,600 00	41	Cap de la Magdeleine Railway, Quebec.....	7,424 00	7,424 00
62-3 " 7	196,800 00	42	Cape Breton Extension Railway, Nova Scotia....	196,800 00	196,800 00
7-8 Ed. VII, chap. 63	—				



## II.—STATEMENT showing Subsidies paid to March 31, 1926—Continued

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922		Total
Authority	Amount			\$	cts.	
	\$ cts.			\$	cts.	\$ cts.
46 Vic., chap. 25	115,200 00	43	Caraquet Railway, New Brunswick.....	224,000 00		224,000 00
47 " " 8	76,800 00					
50-1 " " 24	32,000 00					
51 Vic., chap. 3	83,612 54	44	Central Railway, New Brunswick.....	226,012 54		226,012 54
52 " " 3						
53 " " 2						
2 Geo. V, chap. 48	142,400 00	45	Central Railway of Canada, Quebec.....	30,145 02		30,145 02
	66,560 00					
Appa., Oct. 2, 1918	175,000 00	46	Central Canada Railway.....	175,000 00		175,000 00
6-7 Ed. VII, c. 40	—	47	Central Ontario Railway Co., Ontario, now Can- adian National Railway.....	205,862 79		205,862 79
—	—	48	Coast Line of Nova Scotia (Halifax and Yarmouth Ry.), now Canadian National Ry.....	160,000 00		160,000 00
6 Ed. VII, chap. 43	—	49	Colchester Coal and Railway Co., Nova Scotia... Columbia and Kootenay Ry. Co., B.C.....	12,800 00		12,800 00
53 Vic., chap. 2	112,000 00	50		88,800 00		88,800 00
50-1 " " 24	44,800 00	51	Cornwallis Valley Railway Co., Nova Scotia.....	44,800 00		44,800 00
52 " " 3	—	52	Cumberland Railway and Coal Co., Nova Scotia... Dominion Coal Co., Nova Scotia.....	39,850 00		39,850 00
50-1 " " 24	44,800 00			87,808 00		87,808 00
55-6 " " 5	89,600 00			15,360 00		15,360 00
50-1 " " 24	22,400 00	54	Dominion Lime Co., Quebec.....			
52 " " 3	96,000 00	55	Drummond County Railway, Quebec.....	423,936 00		423,936 00
53 " " 2	14,400 00					
57-8 " " 4	76,800 00					
	96,000 00	56	East Richelieu Valley Railway Co., Quebec, (Quebec, Montreal and Southern Ry.).....	69,952 00		69,952 00
3-4 Geo. V chap. 46	—	57	Edmonton, Dunvegan and British Columbia Rail- way, Alberta.....	338,382 48		338,382 48
6-7 Ed. VII, c. 40	—	58	Edmonton, Yukon and Pacific Railway Co., Al- berta, now Canadian National Ry.....	91,200 00		91,200 00
46 Vic., chap. 25	38,400 00	59	Elgin, Petitcodiac and Havelock Railway, N.-B....	82,652 82		82,652 82
51 " " 3	44,252 82	60	Erie and Huron Railway, Ontario.....	96,000 00		96,000 00
47 " " 8	96,000 00	61	Esquimalt and Nanaimo Railway, British Colum- bia.....	1,520,560 00		1,520,560 00
47 " " 6	750,000 00	62	Fredericton and Grand Lake Railway Co., New Brunswick.....	216,576 00		216,576 00
2 Geo. V, chap. 48	—	63	Fredericton and St. Mary's Ry., Bridge Co., New Brunswick.....	30,000 00		30,000 00
52 Vic., chap. 3	30,000 00	64	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec.....	500,000 00		500,000 00
60-61 " " 4	500,000 00	65	Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario.....	39,744 00		39,744 00
63 " " 3	—	66	Grand Trunk Pacific Ry. Co.....	1,220,480 00		1,220,480 00
56 " " 2	48,000 00	67	Great Eastern Railway, Quebec.....	40,345 00		40,345 00
7-8 Ed. VII, c. 63	—	68	Guelph Junction Railway, Ontario.....	46,000 00		46,000 00
49 Vic., chap. 10	32,000 00	69	Gulf Shore Railway Company, New Brunswick... Ha-Ha-Bay Railway Co., Quebec.....	53,699 20		53,699 20
50-1 " " 24	96,000 00	70	Halifax and Southwestern Railway Co., Nova Scotia, now Canadian National Ry.....	231,462 00		231,462 00
56 " " 2	64,000 00	71	Harvey Branch Railway Co., New Brunswick....	5,553 57		5,553 57
53 " " 2	37,500 00	72	Hereford Railway, Quebec.....	155,200 00		155,200 00
50-1 " " 24	51,200 00	73	International Railway, Quebec.....	156,800 00		156,800 00
57-8 " " 4	—	74	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co.....	726,080 00		726,080 00
9-10 Ed. VII, c. 51	—	75	Inverness Railway and Coal Co.....	368,545 97		368,545 97
	—	76	Irondale, Bancroft and Ottawa Railway, Ontario, now Canadian National Ry.....	144,000 00		144,000 00
50-1 Vic., chap. 24	9,600 00	77	Joggins Railway, Nova Scotia.....	37,500 00		37,500 00
49 " " 10	108,800 00	78	Kettle Valley Ry., British Columbia.....	2,174,190 72		2,174,190 72
52 " " 3	48,000 00	79	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario, now Canadian National Ry.....	208,732 80		208,732 80
46 " " 25	156,800 00			48,000 00		48,000 00
53 " " 3	—					
7-8 Ed. VII, c. 63	—	80	Kingston and Pembroke Ry., Ontario.....			
	160,000 00	81	Klondike Mines Railway.....	197,184 00		197,184 00
52 " " 3	—	82	Kootenay Central Ry. Co., British Columbia....	1,065,856 00		1,065,856 00
49 " " 10	38,400 00	83	Lake Erie and Detroit River Railway, Ontario....	475,851 00		475,851 00
50-1 " " 24	4,000 00	84	Lake Erie and Northern Ry. Co., Ontario.....	320,192 00		320,192 00
6 Ed. VII, chap. 43	—	85	Lake Temiscamingue Colonization Ry., Quebec....	310,335 95		310,335 95
46 Vic., chap. 24	89,600 00					
49 " " 10	70,000 00					
50-1 " " 24	12,800 00					
52 " " 3	32,000 00					
55-6 " " 5	64,000 00					
47 " " 8	48,000 00					
6 Ed. VII, chap. 43	—					
2 " " 48	—					
50-1 Vic., chap. 23	118,400 00					
55-6 " " 4	224,000 00					
62-3 " " 5	—					
2 Geo. V, chap. 48	—					
50-1 Vic., chap. 24	65,022 00					
57-8 " " 4	274,940 00					

II.—STATEMENT showing Subsidies paid to March 31, 1926—*Continued*

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922		Total
Authority	Amount			\$	cts.	
49 Vic., chap. 10	11,200 00	86	L'Assomption Railway, Quebec.....	11,200 00		11,200 00
50-1 " 24	217,600 00	87	Laurentian Railway, now Canadian National Ry..	217,600 00		217,600 00
48-9 " 50	44,800 00	88	Leamington and St. Clair Ry., Ontario.....	51,200 00		51,200 00
50-1 " 24	6,400 00					
6-7 Ed. VII, c. 40	—	89	Liverpool and Milton Ry., now Canadian National Ry..	32,000 00		32,000 00
45 Vic., chap. 14	—	90	Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario	185,173 06		185,173 06
55-6 Vic., chap. 5	48,000 00	91	Lotbinière and Megantic Railway, Quebec.....	96,000 00		96,000 00
57-8 " 4	48,000 00					
7-8 Ed. VII, c. 63	—	92	Maganetawan River Railway Co., Ontario.....	3,552 00		3,552 00
—	—	93	Maritime Coal and Railway Co.....	3,200 00		3,200 00
—	—	94	Massawippi Valley Railway Co., Quebec.....	5,376 00		5,376 00
—	—	95	Midland Railway Co., Nova Scotia.....	399,060 40		399,060 40
—	—	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now Canadian National Ry.....	125,760 00		125,760 00
3 Ed. VII, chap. 57	—	97	Minudic Coal Co., Nova Scotia.....	18,544 00		18,544 00
56 Vic., chap. 2	67,200 00					
57-8 " 4	38,400 00	98	Montfort Colonization Railway, Quebec, now Canadian National Ry.....	167,440 00		167,440 00
60-1 " 4	66,000 00					
48-9 " 59	30,000 00	99	Montreal and Champlain Junction Railway, Quebec	103,800 00		103,800 00
50-1 " 24	64,000 00					
51 " 3	9,600 00	100	Montreal and Lake Maskinongé Railway, Quebec.	41,280 00		41,280 00
49 " 10	32,000 00					
53 " 2	10,200 00					
50-1 " 24	192,000 00	101	Montreal and Ottawa Railway, Ontario.....	192,000 00		192,000 00
53 " 2						
54-5 " 8						
57-8 " 4						
1 Ed. VII, chap. 7	—	102	Montreal and Province Line Railway, Quebec.....	58,560 00		58,560 00
48-9 " 59	72,000 00	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.....)	93,757 57		93,757 57
53 " 2	40,000 00					
53 Vic., chap. 2	361,270 00	104	Montreal and Western Railway, Quebec.....	361,270 00		361,270 00
57-8 " 4	121,600 00	105	Nakusp and Sloean Railway, British Columbia.....	117,760 00		117,760 00
Ed. VII, chap. 43	—	106	Napierville Junction Railway Co., Quebec.....	173,440 00		173,440 00
—	—	107	New Brunswick Coal and Railway Co., New Brunswick.....	48,000 00		48,000 00
48-9 Vic., chap. 59	118,400 00	108	New Brunswick and Prince Edward Island Railway	113,440 00		113,440 00
55-6 " 5	40,000 00	109	New Glasgow Iron, Coal and Railway Co., Nova Scotia.....	39,840 00		39,840 00
Ed. VII, chap. 57	—	110	Nicola, Kamloops and Similkameen Coal Railway Co.....	300,800 00		300,800 00
7-8 " 63	—	111	North Shore Railway Co., formerly Beersville Coal and Railway Co.....	27,616 00		27,616 00
—	—	112	Northern Colonization Railway Co., Quebec.....	355,200 00		355,200 00
2 Geo. V, chap. 47	—	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick.....	108,160 00		108,160 00
3-4 " 46	660,000 00	114	Northern and Pacific Junction Railway, Ontario..	1,320,000 00		1,320,000 00
46 " 26	660,000 00					
53 " 2	240,000 00	115	Nova Scotia Central Railway Co., Nova Scotia, now Canadian National Ry.....	235,200 00		235,200 00
55-6 " 5						
61 " 5						
56 " 2	32,000 00	116	Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. and Mining Co.) now Canadian National Ry.....	30,720 00		30,720 00
53 Geo. V, chap. 2	99,200 00	117	Orford Mountain Railway Company, Quebec.....	202,926 50		202,926 50
3 Ed. VII, chap. 2	—					
56 " 2	22,400 00	118	Oshawa Railway and Navigation Co., Ontario....	22,400 00		22,400 00
55-6 " 5	—	119	Ottawa, Arnprior and Parry Sound Ry., Ontario..	779,712 00		779,712 00
—	—	120	Ottawa and New York Railway Company, Ontario	262,384 00		262,384 00
52 Vic., chap. 3	320,000 00					
57-8 " 6	64,000 00	121	Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20		414,931 20
60-1 " 4	—	122	Parry Sound and Colonization Railway, Ontario..	152,800 00		152,800 00
52 " 3	128,000 00					
57-8 " 4	64,000 00					
—	—	123	Pembroke Southern Railway, Ontario.....	64,000 00		64,000 00
55-6 Vic., chap. 5	—	124	Phillipsburg Junction Ry. Quarry Co., Quebec....	23,712 00		23,712 00
47 " 8	272,000 00					
51 " 3	41,000 00	125	Pontiac Pacific Junction Railway, Quebec.....	193,578 00		193,578 00
53 " 2	24,000 00					
60-1 " 4	212,500 00	126	Pontiac Pacific and Ottawa and Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)...	212,500 00		212,500 00
63-4 " 2	—	127	Pontiac and Renfrew Railway, Ontario.....	13,600 00		13,600 00
52 " 3	19,200 00	128	Port Arthur, Duluth and Western Ry., Ontario now Canadian National Ry.....	271,200 00		271,200 00
51 " 3	287,200 00	129	Quebec Bridge Co., Quebec.....	374,353 33		374,353 33
53 " 2	—					
62-3 " 7	1,000,000 00					
63-4 " 8	—					
47 " 8	60,342 00					
51 " 3	—	130	Quebec Central Ry., Quebec.....	585,038 90		585,038 90
53 " 2	288,000 00					
7-8 Ed. VII, c. 63	—					



## II.—STATEMENT showing Subsidies paid to March 31, 1926—Continued

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922	Total
Authority	Amount			\$ cts.	\$ cts.
45 Vic., chap. 14	384,000 00	131	Quebec and Lake St. John Railway, Quebec, now Canadian National Ry.....	1,261,463 50	1,261,463 50
46 " 25	80,000 00				
48-49 " 59	96,000 00				
49 " 10	186,295 00				
50-1 " 24	28,800 00				
51 " 3	96,000 00				
52 " 3	64,000 00				
53 " 2	40,000 00				
54-5 " 8	5,250 00				
57-8 " 4	44,800 00				
52 Vic., chap. 3	96,000 00	132	Quebec, Montmorency and Charlevoix Railway Co., Quebec.....	96,000 00	96,000 00
56 " 3	—	132½	Quebec, Montreal and Southern Railway Co.—See South Shore Ry., Quebec.	—	—
7-8 Ed. VII, c. 51	—	133	Quebec and Saguenay Railway Co., Quebec.....	248,801 28	248,801 23
52 Vic., chap. 3	162,200 00	134	Schomberg and Aurora Railway Co., Ontario.....	46,144 00	46,144 00
2 Geo. V, chap. 48	—	135	Shuswap and Okanagan Railway, British Columbia	163,200 00	163,200 00
50-1 Vic., chap. 24	54,400 00	136	Southampton Railway Co., New Brunswick.....	81,280 00	81,280 00
7-8 Ed. VII, c. 63	—	137	South Norfolk Railway, Ontario.....	54,400 00	54,400 00
50-1 Vic., chap. 24	138,300 00	138	South Shore Railway (Quebec, Montreal and Southern), Quebec.....	529,442 00	529,442 00
55-6 " 5	108,000 00	139	St. Catharines and Niagara Central Railway, Ontario.....	38,400 00	38,400 00
57-8 " 4	108,800 00	140	St. Clair Frontier Tunnel Co., Ontario.....	375,000 00	375,000 00
52 " 3	375,000 00	141	St. John and Quebec Railway Co., New Brunswick	1,005,902 42	1,005,902 42
2 Geo. V, chap. 48	—	142	St. Lawrence and Adirondack Railway, Quebec..	149,481 60	149,481 60
53 Vic., chap. 2	57,600 00	143	St. Louis and Richibucto Railway, New Brunswick.....	22,400 00	22,400 00
55-6 " 5	25,024 00	144	St. Mary River Railway Co., Northwest Territories.....	148,094 00	148,094 00
60-61 " 4	—	145	St. Mary's and Western Ontario Railway Co., Ontario.....	67,709 00	67,709 00
47 " 8	22,400 00	146	St. Maurice Valley Railway Co., Three Rivers to Grand'Mere, Quebec.....	173,120 00	173,120 00
7-8 Ed. VII, c. 63	—	146½	St. Stephen and Milltown Railway, New Brunswick.....	14,848 00	14,848 00
56 Vic., chap. 2	—	147	Temiskaming and Northern Ontario Railway Co., Ontario.....	2,134,080 00	2,134,080 00
3-4 Geo. V, chap. 53	—	148	Temiscouata Railway, New Brunswick and Quebec	645,950 00	645,950 00
45 Vic., chap. 14	240,000 00	149	Thessalon and Northern Railway Co., Ontario....	6,112 00	6,112 00
48-9 " 58	258,000 00				
51 " 3	100,000 00	150	Thousand Islands Railway, Ontario.....	29,840 00	29,840 00
53 " 2	51,200 00				
7-8 Ed. VII, c. 63	—	151	Tilsonburg, Lake Erie and Pacific Railway, Ont..	150,071 48	150,071 48
52 Vic., chap. 3	54,400 00				
63-4 " 8	—	152	Tobique Valley Railway, New Brunswick.....	134,016 00	134,016 00
55-6 " 5	—				
57-8 " 4	—	153	Toronto, Grey and Bruce Railway, Ontario.....	14,656 00	14,656 00
60-1 " 4	—				
62-63 " 7	—	154	United Counties Railway Co., Quebec (Quebec, Montreal and Southern).....	188,816 00	188,816 00
54-5 " 8	9,600 00				
53 " 2	35,200 00	155	Vancouver and Lulu Island Railway Co., British Columbia.....	61,760 00	61,760 00
55-6 " 5	9,600 00				
59 " 10	16,000 00	156	Waterloo Junction Railway, Ontario.....	32,800 00	32,800 00
56 " 2	102,400 00	157	West Ontario Pacific Railway and Ontario and Quebec Railway.....	256,000 00	256,000 00
57-8 " 4	102,400 00	158	York and Carleton Railway, New Brunswick.....	32,896 00	32,896 00
7-8 Ed. VII, c. 34	—	159	Provincial Govt. of Quebec—Quebec-Montreal....	2,394,000 00	2,394,000 00
53 Vic., chap. 5	35,200 00				
49 " 10	256,000 00				
53 " 2	—				
62-3 " 7	—				
47 " 8	2,394,000 00				
Total.....				778,785,471 09	778,785,471 09

\*This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount of \$660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account.

## Agreement with Public Accounts 1923-24 as follows:—

	\$	cts.
Above statement shows.....	78,785,471	09
Total as per Public Accounts.....	76,115,221	09

Difference..... 2,670,250 00

## Difference is located as follows:—

Public Accounts Statement does not include, in Subsidy Account

	\$	cts.
(a) Item 40 (part).....	970,000	00
(b) Item 46.....	175,000	00
(c) Item 16½.....	1,525,250	00
	2,670,250	00





## REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF RAILWAYS AND CANALS

SIR,—I have the honour to submit my annual report for the fiscal year ending March 31, 1926.

The canal system of Canada comprises a series of canals and canalized waters by which a total waterway of 1,831 miles has been opened to navigation. These canals may be considered under two main classes: the through St. Lawrence and Great Lakes route and the subsidiary canals or branches. By the former, communication with seaports is made possible for the large vessels which navigate the Great Lakes. The latter or branch system of canals serves for the most part the requirements of a merely local traffic.

The through water route between Montreal, at the head of ocean navigation, and Fort William, and Port Arthur, on the west shore of lake Superior, comprises 74 miles of canal, with forty-nine locks and 1,140 miles of river and lake waters, or a total of 1,214 miles. The minimum depth of water on this route, at normal low water level, is 14 feet. From Montreal to Duluth, at the southwest end of lake Superior, the total distance is 1,337 miles, and to Chicago 1,244 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William, connection with the main transcontinental line of the Canadian National Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now operated by the Canadian National Railways. At Port Arthur, the Canadian National Railways have an additional connection with points west and south via the old main line of the Canadian Northern Railway.

Of the minor or branch systems, the Ottawa river, Rideau, Murray and Trent canals, while geographically branches of the main route, attend, as already noted, chiefly to the needs of local traffic. Isolated from the systems just mentioned are the Richelieu river canals consisting of the St. Ours lock and Chambly canal, by which a waterway for vessels of light draught is opened between Sorel on the St. Lawrence river and lake Champlain; and the St. Peter's canal in the extreme east, which provides communication between the Bras d'Or lakes of Cape Breton island and the Atlantic ocean.

A full statement of the various canals and canalized waters now in operation, with their mileage, limiting dimensions, etc., is the subject of a separate departmental publication, "The Canals of Canada." A summary of this data is, however, appended to this report.

In the detailed report which follows, the various canal systems, etc., are taken up in the following order:—

1. The present St. Lawrence and Great Lakes route between Montreal and lake Superior;
2. The route from Montreal to Kingston via the Ottawa and Rideau rivers;
3. The navigation of the Richelieu river from its junction with the St. Lawrence to lake Champlain;
4. The route from lake Ontario to Georgian bay via the Trent river, etc.;
5. The St. Peter's canal across the isthmus at the southerly end of Cape Breton island;
6. Miscellaneous works.

## 1. ST. LAWRENCE AND GREAT LAKES ROUTE

## (a) LACHINE CANAL

This canal, which lies across the southeasterly portion of the island of Montreal, overcomes the Lachine rapids, between the harbour of Montreal and lake St. Louis. It is  $8\frac{1}{2}$  miles long and has five locks with a minimum depth, at normal low water level, of 14 feet.

Navigation opened April 27 and closed December 11.

There were four accidents on this canal during the year which caused delays to navigation. On May 13 the steamer *Jamaica* collided with the upper gates of south lock No. 1 and unmitered them. The gates and vessel were both carried into the harbour. The necessary repairs were completed within twenty-four hours, vessels during this time making use of north locks Nos. 1 and 2. Another delay, of thirteen hours duration, which occurred on May 17, was occasioned by the steamer *Glenfarm* breaking one of the suspension straps of the north lower gate of the Lachine lock. On November 29 a lodgment of ice behind one of the gates of south lock No. 2 resulted in the breaking of the gate collar. The lock was out of commission for two days before the gate could again be put in working order. Navigation, however, was attended to by the two north locks. A fourth delay resulting from a similar cause, occurred on December 5 at Côte St. Paul lock, but was of only six hours duration.

Among the more important works of construction and repair carried out on this canal during the year the following may be noted: In the Mill street yard four new buildings of steel and concrete construction were erected; a storehouse, two storeys in height, measuring 100 feet 8 inches by 42 feet, a lumber shed 72 feet by 20 feet, a coal bin 92 feet 8 inches by 25 feet, with a capacity of about 200 tons, and an oil shed 41 feet by 13 feet 3 inches. In addition to this a steel gasoline tank of 500 gallons capacity was installed under ground near the paint shop at the corner of Mill and Riverside streets. Additional machinery, a woodworking machine, poney planer and knife grinder, were installed in the carpenter shop and a wooden extension 40 feet by 20 feet added thereto. On the north and east sides of the yard two lengths of wall were built to prevent access to the property. Extensive underpinning, aggregating in all about 2,000 lineal feet was carried out on canal walls and bridge abutments. Two sections of wall on the north side of the canal were thus treated between Côte St. Paul locks and the river St. Pierre culvert. Similar work was also carried out in the vicinity of the St. Gabriel locks. The north wall of St. Gabriel bridge pier was rebuilt in concrete. In addition to the foregoing, a large amount of small repair work was done on locks, such as the repointing of masonry, patching mitre sills, readjusting gate anchorages, repairing and constructing lock gates, etc. Bridges were refloored where necessary and their operating machinery repaired and kept in working order. The bottom of the canal prism was cleaned, wharves were kept in order, etc.

The dredging fleet consisting of tug *Dandy*, dipper dredge No. 2, clam derrick No. 2, three dump scows, six flat scows, one coal scow and six small rowboats, underwent the usual repairs while in dry dock in Montreal. During the first part of the season, the derrick was employed in the Lachine canal in removing loose stones in the vicinity of the Canadian Pacific Railway bridge at Rockfield and the dredge in cleaning up opposite the St. Lawrence flour mills, and at entrances to basins at the foot of Colborne street.

## (b) SOULANGES CANAL

The entrance to this canal lies 16 miles west of the upper end of the Lachine canal. It is 14 miles in length, has five locks, with a minimum depth of 15 feet, and extends from Cascades Point to Coteau Landing, overcoming the Cascades, Cedars and Coteau rapids.



This canal was opened to navigation April 26 and closed December 11, being in operation throughout the entire season without serious accident or delay to traffic.

Among the principal improvements and repairs carried out during the year the following may be mentioned: In July, the dredging fleet was brought from the Lachine canal and deepened the channels to the quarry and gate wharves at Cascades Point, the excavated materials being used to reinforce the south bank of the canal for a length of nearly three-quarters of a mile in the vicinity of the intake of the Montreal Light, Heat and Power Consolidated, near Cedars, and the wing dam at Coteau Landing; also for making ground in front of the lock gate shop. Continuing the policy of several former years, another pair of spare lock gates was constructed and placed in the protection dock. On both sides of lock No. 2 the top of the embankment was paved in concrete for a width of 21 feet. At bridges 2, 3, 4, 5 and 6 the lower chords over the pivot drums were reinforced with concrete. Three bridges were painted. The riprap stone facing along the inner faces of embankments was relaid at various points on the lower 10 miles of the canal; repairs were also made to the concrete facing on the inner slope of the south bank. The north approaches to bridges 2, 3, 4, 5 and 6 were remacadamized and the surface of the main road for a length of six miles between Cascades Point and St. Féréol road was treated with stone screenings and oil. Improvements were also made to the clay road on the south bank, ruts and holes being levelled over with waste material from the quarry. Lesser repairs included as usual the pointing of lock masonry, repairs to lock gates, buildings, and machinery and the care of lawns, flower beds and canal grounds generally.

At the canal quarry active work was carried on during the year. An improvement was effected in transportation facilities by the laying of 700 feet of railway track to obviate the necessity for removal of material by horse and cart. The quarry produced 2,325 cubic yards of crushed stone and 6,897 cubic yards of one-man stone. Materials were shipped to the Lachine canal, to Ste. Anne lock and to the Hungry Bay dyke.

In connection with the floating plant equipment of the canal, a new flat scow 80 feet by 30 feet with upright boiler was constructed. General repairs were made to the tug *Carillon* and the front half of the hull entirely reconstructed.

### (c) CORNWALL CANAL

This canal, which lies at the westerly end of lake St. Francis extending for 31 miles from the head of the Soulanges canal, is  $11\frac{1}{4}$  miles long with six locks and a minimum depth of 14 feet. It surmounts the Long Sault rapids.

Navigation opened April 22 and closed December 12. Traffic in the canal was not seriously impeded through accident or other cause during the entire season. A few minor accidents occurred. On August 27 the steamer *Nisbet Grammer*, while passing through the Mille Roches bridge, collided with the west pier slightly shifting and damaging the centre casting on which the bridge turns. It was found necessary to provide a new casting. Highway traffic was suspended over a period of forty-seven hours but no interruption to navigation was occasioned. The steamer *Glenealy* on September 17, eastbound, while passing out of lock No. 17 caught and broke the suspension strap on the north lower gate. Repairs were completed in about nine hours, the lock being closed during that time.

Of repairs or improvements effected or in progress during the past year the following may be noted: Under contract with Fallon Brothers of Cornwall the work of raising the banks, roads and lock walls along the canal, which was begun last year, was continued during the 1925 season. As noted in last year's report this work was undertaken as a measure of safety against the possible recurrence of extreme high water, a probable result of the construction of a submerged weir

in the Sault channel of the St. Lawrence river by the St. Lawrence Power Company. This work, which is being financed by the Power Company and carried out under the supervision of this department, will, it is expected, be completed during the 1926 season. About 16 per cent only of the contract work now remains to be finished. The usual minor repairs were carried out as usual. All operating machinery and valves of both locks and weirs was thoroughly overhauled. At lock No. 18 four large valves in the regulating weir were taken out, new steps placed and the valves reset. One valve in the regulating weir of lock No. 19 was replaced with a new valve. On the south bank of the canal below lock No. 18, 1,140 lineal feet of stone protection was laid. Complete new floor systems were laid both on the fixed steel span over the head race to the Canada Cotton Company's mill and on the bridge over old lock No. 17 at the entrance to the repairing basin. One of the old lock-houses, formerly used as a tool shed, was repaired and converted into a garage. On the north side of lock No. 21, the masonry wall, badly shattered and pushed back from continuous impacts, was rebuilt. A new scow, 16 feet by 48 feet, was built in the repairing basin to replace the old scow. The boiler of the gate lifter used on this canal was provided with a new set of tubes. Along the canal banks upwards of half a mile of stone protection was completely rebuilt. Gates of locks Nos. 17, 19 and 20 were taken out and repaired. All the canal grounds and parks with their flower beds were well attended to throughout the summer season by the gardening staff.

#### (d) FARRAN'S POINT CANAL

This canal, together with the Rapide Plat and Galops canals which follow it upstream, form the group known as the "Williamsburg canals." The length of the Farran's Point canal is  $1\frac{1}{4}$  miles. It has one lock and is situated 5 miles west of the Cornwall canal.

The season of navigation opened April 22 and closed December 12. There were no serious accidents or delays to operation.

Extensive repairs were made above the lock to the stone protection on both sides of the canal bank adjacent to the river. All the canal buildings were painted.

#### (e) RAPIDE PLAT CANAL

This canal extends from the town of Morrisburg to Flag's bay, a distance of  $3\frac{3}{4}$  miles. It is situated  $9\frac{1}{2}$  miles above the Farran's Point canal and has two locks.

The navigation season extended from April 22 till December 14 and no serious delays were occasioned either through accident or other cause.

The improvement of the upper entrance to the canal under contract with the A. W. Robertson Company, Limited, commenced in September, 1923, was continued. This work is now within 11 per cent of completion. Repairs were made to that section of the provincial highway which lies within canal lands. For nearly a mile of its length this road was thoroughly patched and resurfaced for its entire width. A few small repairs and improvements were also made during the year among which the following may be noted: The canal bottom in front of the wharf at the canal shops was lowered to provide greater depth for the floating plant. The crib work west of lock No. 23 on the north side of the canal was repaired, as also the ships' ways at the canal shops, and one section of the bridge over the weir at lock No. 23 was rebuilt.

#### (f) GALOFS CANAL

Situated about  $4\frac{1}{2}$  miles west of the Rapide Plat canal, the Galops canal extends from the village of Iroquois to a point about  $1\frac{1}{2}$  miles beyond the town of Cardinal, a distance of  $7\frac{1}{3}$  miles. It surmounts the last series of rapids met



with between Montreal and lake Ontario and has three locks, a lift lock at the easterly entrance, a guard lock at the upper entrance and a lift lock beside the guard lock for overcoming the Galops rapids only.

This canal was opened to navigation on April 22 and closed December 14. It was operated without accident or delay to vessels during the entire season.

Repairs were made to that section of the provincial highway which lies within canal lands. West of Iroquois about 7,124 lineal feet of road was scarified, graded and rolled. Opposite the village of Cardinal, about 4,100 lineal feet of the highway was gravelled and rolled for its entire width. This work was carried out under contract with F. Milligan of Iroquois. Minor repairs included the reflooring of a portion of the government wharves at Iroquois and Cardinal, repairs to the iron work and floor of the swing bridge at Cardinal, and the renewal of about 500 cubic yards of stone protection along canal banks,

#### (g) WELLAND CANAL

This canal, which overcomes the falls of the Niagara river, lies between Port Dalhousie on lake Ontario and Port Colborne on lake Erie. It is  $26\frac{3}{4}$  miles long, has twenty-six locks and, under usual water conditions, provides, like the St. Lawrence system of canals, 14 feet of water on lock sills.

Navigation in the past fiscal year opened April 15 and closed December 17.

An increase in vessel traffic, amounting to  $9\frac{1}{2}$  per cent over that of the previous season, was again observed. A total of 5,866 vessels passed through the whole canal, the upbound and downbound passages being nearly balanced. In addition to the foregoing, 154 trips were made by vessels to intermediate points on the canal. The largest through cargo was 99,300 bushels of rye, or 2,780 tons, carried by the steamer *Norman B. McPherson* on the downbound passage. The increase in total freight tonnage over the year before amounted to 12 per cent, the actual tonnage carried being 5,640,298, the largest in the history of the canal.

Two serious accidents occurred during the year. On July 27 the steamer *Donald Stewart*, upbound, struck the steel highway swing bridge at Welland Junction. The bridge, which was closed at the time, was badly bent and otherwise damaged. Traffic was interrupted for six and one-half hours until the bridge could be swung into the open position. Repairs were made by the Hamilton Bridge Works Company, the cost of which was met by the owners of the vessel. On August 7, the steamer *Back Bay*, entering lock No. 1, struck and damaged one of the gates. A delay of six hours occurred until the damaged gate could be replaced by a spare gate. All costs were defrayed by the owners of the vessel.

Of the various improvements carried out on this canal during the past year the following may be noted: The old composite swing bridge over the canal at Queenston street east of St. Catharines, which had been in use for 45 years, was replaced by a new steel swing bridge and is now ready for the opening of the 1926 season. The substructure for this span was constructed under contract with Walker Bros. of Thorold, the superstructure erected by the Hamilton Bridge Works Company. Temporary repairs were made to the regulating weir at lock No. 1, there being indications that the downstream face was becoming undermined. Permanent repairs to this structure are contemplated during the coming season. About three-quarters of a mile north of the swing bridge at Welland Junction, two large land slides, each about 600 feet long, occurred during the past winter. The material, which considerably obstructed the canal prism, was removed by the Canadian Dredging Company. Other minor subsidences occurred also on the easterly bank at four different places near the Wabash Railway bridge. These were repaired by earth, stone and clay filling. A leak, discovered under the westerly approach wall to lock No. 24, was effectually closed with concrete. The macadamized road on the easterly side of the canal,

leading from lock No. 24 to the southerly end of the town of Thorold, was thoroughly repaired, levelled and rerolled. The various minor repairs to structures, plant, etc., were carried out as usual.

*Old Canal.*—The Welland canal as originally constructed, between Port Dalhousie and Allanburg, somewhat to the west of the present canal, has, since the completion of the latter, been used for power purposes only. It is known as the "Old canal."

Improvements and repairs carried out during the year included the placing of gate bars of timber and reinforced concrete at the upper end of locks Nos. 14 and 15 to replace the old wooden mitering gates. Such other repairs as were found necessary were of a minor nature.

*Canal Feeder.*—This waterway, about 21 miles in length, lies between Dunnville, 5 miles above the mouth of the Grand river, and the present canal rear the town of Welland, there being also a short branch between Stromness and Port Maitland at the mouth of the Grand river. Built in the first place as a source of water supply to the summit level of the original Welland canal and used also in former years for purposes of navigation, it is now merely kept in a state of repair.

Improvements and repairs carried out during the year included the construction of a reinforced concrete culvert, 5 feet wide and 18 feet long, over the back ditch on the southerly side of the feeder canal, to replace the former dilapidated wooden structure, and the placing of heavy stone riprap below the southerly half of the apron of the Dunnville dam as a protection for the sheet piling.

*Port Colborne Elevator.*—During the past fiscal year the government elevator received 54,511,734 bushels of grain, a decrease from the previous year of 4,977,882 bushels or about 8 per cent. About 78 per cent of this grain was received from Canadian ports, the remainder from United States ports. This decrease in receipts for the year may be accounted for in part by the poor crop in the United States and to some extent also by the fact that, having suffered numerous delays during the 1924 season, due to congestion at the port of Montreal, American vessels were inclined in 1925 to avoid Port Colborne as a port of discharge. The receipts in Canadian grain were practically the same for the two years.

There were no delays in the operation of the elevator during the year due to breakdown of machinery or plant. One delay of twelve hours, which resulted in a shut-off of power from the elevator, was occasioned by the cutting of a cable by the steamer *Edmonton* on September 16, 1925.

In the past few years the matter of delays to upper lake vessels has assumed somewhat serious proportions, largely due to congestion at Montreal which is reflected at Port Colborne. Last season, however, this condition had been so far overcome that vessel delays were reduced by 92 per cent from the record of the year previous. The number of vessels unloaded at the port in 1925 was but slightly less than in the previous year.

The staff reorganization which was put into effect in July, 1925, has resulted in much greater efficiency of operation without increased cost, notwithstanding the salary increases granted to the nucleus permanent staff. The desired elasticity in expanding and contracting the working day to meet the exigencies of the traffic has been obtained, as well as an anticipated improvement of the control of overtime, thus overcoming one of the greatest difficulties in operating the elevator.

#### (h) WELLAND SHIP CANAL

This work, which has been in progress since the latter part of the year 1913, is now well advanced. A brief summary of the general scheme involved in the undertaking will first be presented.



The proposed ship canal leaves lake Ontario at the original mouth of Ten-Mile creek, now known as Port Weller, about 3 miles east of Port Dalhousie, where a harbour of entry is under construction, and follows an entirely different route from the present canal as far south as Allanburg. From here it proceeds in general along the line of the existing canal to a point about one mile north of the village of Humberstone, where another diversion about two and one-half miles in length is made to the east of the present waterway. The route of the present canal is then followed for the final half mile to the lake Erie entrance at Port Colborne. The total distance traversed from lake to lake will be 25 miles. The difference in level between the two lakes, 325½ feet, will be overcome by seven lift locks, most of which are now well advanced towards completion, each having a lift of 46½ feet, and one guard lock of variable lift. The locks are 829 feet long and 80 feet wide in the clear and will provide a depth of 30 feet of water over the mitre sills. The width of the canal prism at bottom is to be 200 feet. A new breakwater, at present under construction, will be built at Port Colborne, extending 2,000 feet farther into the lake at right angles to the existing structure. At Port Weller, the lake Ontario entrance, extensive harbour works have now been nearly completed. The route of the new canal has been divided for purposes of construction into eight sections numbered in order from Port Weller southerly. Between sections Nos. 4 and 5 there is a short stretch of canal prism 1,300 feet in length immediately north of the junction of the new route with the present canal, known as Section 4B. With the exception of this subsection, the entire canal is now under contract. It is probable that tenders for the construction of this last portion of the work will be called for during the coming fiscal year.

For the past five years, work on the canal, which during the war years and for some time after was, through many causes, greatly retarded or entirely at a standstill, has progressed in a very satisfactory manner.

Following is a brief account of the more important work carried out or still in hand on the various sections of the canal during the year just ended.

*Section No. 1.*—Commencing with the harbour works of Port Weller this section extends in a southerly direction, a distance of nearly 3 miles inland, and comprises the harbour construction, prism excavation, one lock with weirs, the two bridges over the canal, etc.

When work on the present contract with Johnston P. Porter was commenced in September 1921, about 30 per cent of the entire undertaking still remained unfinished. Work on this section is now rapidly approaching completion, only about 4 per cent of the total undertaking remaining still to be finished.

Work on the new Port Weller harbour was carried on during the entire season of navigation by the two dredges *Delver* and *Fundy*. Practically the whole harbour area, or from the outer entrance to the boat dock, has now been deepened down to final grade and swept. The work of the past season covered the removal of about 372,000 cubic yards of material. All work on the harbour cribs has now been completed, the concrete coping having been placed on all remaining cribs during the past season. The back filling of the inner east cribs has been completed and, during the winter, the grading and trimming of back fill for both the east and west cribs was finished. The protection of the harbour embankments by a heavy rock covering was practically completed during the year. All that now remains to be done is the placing of stone cover on the extreme outer ends of the two embankments. A total of about 169,000 cubic yards of rock was thus laid during the season. The boat dock on the east side of the lower entrance wall has now been finished and the prism only, in front of this dock, remains to be excavated. At lock No. 1 all back filling of walls is now finished and a considerable amount of sodding of the slopes has been done. The concrete slope protection of the weir channel of this lock has been completed as well as the slope protection between the weir and the pondage area

and that of the east slope between the waste weir and the boat dock. The foreign cable conduit under the upper entrance to lock No. 1 was completed during the year allowing for the transfer to this conduit of all overhead wires of the Niagara, St. Catharines and Toronto Railway. The setting of the intake and discharge taintor valves of lock No. 1 with operating machinery has been completed and the concrete control house east of the regulating weir erected. During the summer the five stoney sluices of the weir were installed and are ready for a complete test as soon as the reach between locks Nos. 1 and 2 can be filled. The substructure of bridge 1, at the head of the first lock, is now ready for the erection of the steel. It has been possible during the past season to keep the chamber of lock No. 1 dry whenever necessary by the operation of the permanent unwatering pumps. During the summer the work of laying concrete slope protection for the pondage area was practically finished, there remaining to be laid only a small stretch on the west slope at the road diversion.

The work now completed on this section may be summarized as follows: Rock excavation, 97·5 per cent; earth excavation, 95 per cent; concrete of all classes, 97 per cent; and watertight embankments, 95·5 per cent, giving a total average of 96 per cent of the undertaking as a whole.

*Section No. 2.*—The extent of this section is approximately  $4\frac{1}{2}$  miles. The work involved comprises the taking out of canal prism and construction of embankments, the building of locks Nos. 2 and 3 with entrance walls, etc., and the substructures of several highway bridges.

The work on this section is being prosecuted under the same contract as that of section No. 1. Under the original pre-war contract about 58 per cent of the entire undertaking had been completed.

All concrete work on lock No. 2 has now been completed as well as the laying of the concrete slope protection along the sides of the weir channel. Slope protection has also been placed on the east side of the pondage area south-erly to connect with the protection previously laid. In 1924 an extensive settlement took place in the back filling on the east side of lock No. 2. To repair this, a concrete toe wall was constructed along the west side of the weir channel. All back filling has been replaced and no further sign of settlement has since been apparent. The abutments of bridge 3 across the head of lock No. 3 have been completed and are now ready for the superstructure. No excavation was carried on over that portion of the prism from the head of lock No. 2 to about one mile south. From this point for a distance of 4,000 feet the prism was widened on the west side as a precaution against further movement of the slope, trouble in this respect having been experienced. This widening will be continued next season. Bridge 4 for the crossing of the Queenston road is to be constructed as a double leaf rolling lift. As the abutments, built under a previous contract, were of insufficient strength for a bridge of this type, it was found necessary to reinforce them. This additional work has not yet been fully completed. The concrete work on lock No. 3 has now been carried almost to completion, there remaining to be finished only portions of the floor and two monoliths of the upper gate recess section of the west wall. Back filling of both walls of this lock was carried on during the greater part of the season and will be continued this year. The east slope of the weir channel was laid with stone protection slabs and the concrete floor completed. The west slope of the channel will be finished next season on the completion of the back filling of the adjacent lock wall. The upper entrance walls of lock No. 3 extend across the present Welland canal. To permit of the placing of the foundations of these walls up to the level of the bed of the canal prism, the reach between present locks Nos. 10 and 11 was drained immediately after the close of navigation last December and the area required for the east walls enclosed with steel sheet piling. Bearing piles were then driven and four monoliths or 184 feet of wall constructed from the south end up to the grade of the present canal. The next



monolith was fully completed to coping level and for the remaining two monoliths one lift of concrete was placed. Enclosures were also driven for those portions of the west wall which lie outside the prism of the present canal. The construction of the wall will be proceeded with next season, the portion lying within the present canal limits being left until after the close of navigation. Work on the prism excavation south of the present canal was continued, about 3,000 feet being now practically completed.

To summarize the work on this section carried out to date it may be stated that of rock excavation 98 per cent has been finished, of earth excavation 97 per cent, of concrete work 93 per cent and of watertight embankments 91 per cent.

*Section No. 3.*—This section extends southerly from Section No. 2 for a distance of about 2 miles. The work involved comprises the excavation of canal prism and lock sites, the construction of three twin locks in flight and one single lock together with masonry approach walls, a core wall for a dam, control weirs and other minor structures and the building of a large earth dam at the head of the flight locks.

Since the beginning of July, 1922, work on this section, as well as on Section No. 4 immediately south of it, has been carried on under contract with the P. Lyall & Sons Construction Company, Limited, of Montreal.

During the year, excavation operations have been in progress between the north end of the section and twin lock No. 5, including the site of twin lock No. 4, in the upper entrance to lock No. 7 and at the extreme south end of the section, where a total of 647,000 cubic yards, about 22 per cent of which was rock, was removed. Excavation north of the twin locks has now been practically completed, there remaining only about 35,000 cubic yards for removal. At twin lock No. 4, all excavation work is now practically complete, the quantity taken out during the year amounting to 110,000 cubic yards of rock. The concreting of the floor of the locks was carried on during the entire season and a start made upon the walls at their junction with twin locks No. 5. Two monoliths in both the west and centre walls have been commenced, the former carried to within 8 feet of coping level and the latter to top of foundation level. A total of 111,280 cubic yards of concrete was placed in twin locks No. 5 during the year and this structure is now about 96 per cent completed. Very little work was done on twin locks No. 6, 86 per cent of this structure is now completed. During the year the Construction Railway in this vicinity was relocated, being carried over locks No. 5 by a timber trestle eliminating the former crossing at bridge 6 north of locks No. 4 and permitting of the back filling of the centre and east walls of twin locks No. 5. The penstock in the west walls of locks Nos. 5 and 6 was thoroughly gone over and all cracks grouted and the chamber filled and tested for watertightness. Regarding the three twin locks with their entrance walls as a whole, the entire work involved may now be considered as 64 per cent completed. Between the head of the three twin locks and lock No. 7, concrete was placed for a length of four monoliths along the east entrance wall within the sheet pile enclosure previously prepared and the wall back filled to provide for such conditions as might be anticipated as a result of the immediate proximity of the present canal. As a further precaution the entire sheet pile enclosure in this vicinity was back filled and a cut-off driven and filled between this enclosure and the west bank of the present canal. During the entire navigation season no leakage was apparent. Work on lock No. 7 was carried on intermittently during the season and this structure, exclusive of its entrance walls, is now 96 per cent completed. During November and December a small amount of back filling was placed behind the west wall of the lock. The output of the rock-crushing plant for the season amounted to 457,000 tons.

The general standing of operations on this section may be summarized as follows: Rock excavation, 96 per cent completed; earth excavation, 83 per cent; all classes of concrete, 66 per cent, and watertight embankments, 74 per cent.

*Section No. 4.*—The extent of this section is about 2 miles southerly from the end of Section No. 3 or from the southerly end of the town of Thorold to the northerly end of the village of Allanburg. The work involved comprises excavation for canal prism and for foundations of guard-gates and weir, the construction of Shriner's and Beaver Dams culverts, the relocation of a branch of the Canadian National Railways, and various other lesser undertakings.

This section, as previously stated, is included with Section No. 3 under the P. Lyall & Sons Construction Company's contract.

During the past season, rock excavation has been in progress from a point opposite the Ontario Paper Company's plant up to the crossing of Beaver Dams culvert, a distance of about  $1\frac{2}{3}$  mile, and at the site for the Beaver Board Company's dock. The total amount of excavation work performed during the season amounted to 361,700 cubic yards, of which 212,000 was rock. Additional watertight embankments were constructed between the head of the turning basin on the east side and a point 1,500 feet south. The Beaver Board Company's dock was completed at the end of November. The completion of the new Shriner's culvert in 1924 has made the maintaining of the original culvert under the old canal unnecessary. The ends of the old culvert were therefore blocked and thoroughly sealed against leakage. This precaution will eliminate the possibility of leakage from this source into the ship canal. The removal of the Beaver Dams culvert under the old canal was resumed in April, 1925. The entire structure from the east side of the present canal to Gibson lake was unwatered. The roof and centre walls of this culvert, where it passes under the old canal, were then removed and the barrel thoroughly cleaned. In this manner an open ditch has now been established between the present canal and Gibson lake and it is unlikely that any further trouble from the flooding, referred to in last year's report, will be experienced.

The work performed to date on this section may be summarized thus: Rock excavation, 60 per cent; earth excavation, 62 per cent; concrete of all classes, 22 per cent; and watertight embankments, 70 per cent.

*Section No. 4B.*—Between Sections Nos. 4 and 5 is a short stretch of canal prism one-quarter of a mile in length lying immediately north of the junction of the present canal with the route of the ship canal near the village of Allanburg. The work to be performed on this section will consist in the excavation of canal prism and in the construction of a syphon culvert to carry the Davis creek under the canal. No contract has as yet been let for this work, but it is expected that tenders will be asked for early next season.

*Section No. 5.*—This section is about  $3\frac{1}{4}$  miles in length extending from Allanburg to Port Robinson. The work involved comprises rock and earth excavation and dredging, the construction of the substructure of bridges at Allanburg and Port Robinson and small quantities of concrete and stone protection along the canal banks.

The work on this section has been under contract with the Canadian Dredging Company, Limited, for the past four years.

During the past fiscal year no work has been done on this section. There remains to be completed only the removal of the existing substructures of bridges 11 and 12 and the excavation of the underlying material to grade. The contractor has removed his entire plant to Section No. 7.

*Section No. 6.*—This section extends from a point on Section No. 5 about one mile north of Port Robinson for a distance of approximately 5 miles southerly to Welland. The overlap on Section No. 5 became necessary on account of some silting which had taken place in the canal prism north of the original northerly boundary of Section No. 6. The work to be performed will include the dredging and enlargement of the present canal prism, the diversion of the Welland river, which crosses the line of the canal at the north end of the town of



Welland, by means of a large syphon culvert, the building of watertight banks, concrete protection for slopes, etc.

A contract for the work on this section was awarded to the Atlas Construction Company, Limited, and E. O. Leahey & Company, Limited, October 12, 1925. Work at the site of the syphon culvert for the diversion of the Welland river was commenced immediately and active operations have been in progress ever since. The removal of the old lock into the Welland river, which lies on the site of the proposed syphon culvert, was first taken in hand together with the excavation of the intake channel for the culvert. To permit of the carrying on of operations at the site of the culvert, a widening on the east side and slight diversion of the present canal was rendered necessary. This work proceeded during the winter and has now been completed. The area of the syphon under the future bed of the ship canal will be enclosed on three sides by a series of cells constructed of steel sheet piling. When these cells have been driven the enclosure thus formed will be excavated and the six 22-foot diameter concrete tubes, of which the syphon is to consist, laid therein. On the completion of the syphon culvert the prism of the ship canal will be excavated and traffic diverted to the new channel. The driving of steel piling for the cellular coffer dam was commenced in February last and five of the twenty-seven cells required for its construction are already completed. The waters of the Welland river after having been passed under the ship canal by means of the syphon culvert will be conducted by a new channel, to be excavated along, nearly parallel to and east of the canal prism, to a junction with the existing course of the river at the village of Port Robinson, a distance of about four miles. At this point a new highway bridge is to be erected across the line of the excavated river channel on which a small amount of preliminary work, consisting chiefly of excavation for foundations, has already been performed.

As compared with the whole undertaking comprised in the contract for this section, the progress thus far made on the various classes of work included in it could only be represented by relatively small percentages of the whole. On a basis of total expenditure to date, as compared with the total estimated value of the entire contract, it may however be stated that 5 per cent of the work has now been carried out.

*Section No. 7.*—This section, which is about 6 miles in length, extends from the town of Welland to the northerly limits of the village of Humberstone. The work to be performed will include the dredging and enlargement of the prism of the existing canal to a point about one mile north of the end of the section, where the new line diverges from the old, the excavation of the new line from this point to a junction again with the present canal, the construction of five bridge substructures, the building of retaining and dock walls at both ends of the section, slope protection works, etc.

The work on this section has, since December, 1924, been under contract with the Canadian Dredging Company. During the past year excavation work has been in progress in the cut across Ramey's bend at the south end of the section, where 339,000 cubic yards, or about 25 per cent of the total rock on section No. 7, were removed. In addition to this, the work of stripping and close drilling the remainder of this cut preparatory to excavating has progressed satisfactorily. In the excavated portions of this work so much trouble has been experienced with seepage from the present canal that it has been found necessary to drive a connecting tunnel below grade to a shaft lying east of the prism, from which shaft a permanent unwatering installation discharges all water entering the cut. On the west slope of the prism in earth cutting, where the present canal is widened, a cut was taken in the dry low enough to permit the application of the concrete protection lining before dredging of the full cross-section of the prism commenced. Dredging operations have been in progress for deepening and widening the present canal and at the sites of bridges

14, 16 and 17. In January last and also in March a considerable subsidence took place on the west slope of the existing prism resulting in the movement of 50,000 cubic yards of material and in a serious blockage in the canal. The removal of this material was taken in hand by the contractors and a suitable boat channel re-established before the opening of navigation. Since the commencement of excavation operations on this section there have been removed approximately 1,270,000 cubic yards of Class II excavation, or about 31 per cent of the estimated total. Along the portions excavated for the east slope of the prism, about 2,000 lineal feet of stone protection has been laid. To provide for the construction next summer of the substructure of the Wabash Railway bridge, which crosses near the centre of the section, a temporary diversion of the railway was made last season and in December the swing span was removed to the temporary site and erected on a timber substructure previously prepared. The removal of the substructure of the old bridge is now in progress. The east pier and both abutments of bridge 14 have been completed and the west pier will be proceeded with during the coming season. At bridge 16 the west abutment was constructed in the summer of 1925 after the excavation of the west slope of the ship canal prism.

It may be of interest to note that the new water filtration plant for the city of Welland, commenced in June, 1925, is now nearly completed. The municipality expects to have this installation in full working order by the beginning of next June.

The work thus far performed on this section may be summarized as follows: Rock excavation, 25 per cent completed; earth excavation, 31 per cent; mass concrete, 4 per cent; and concrete slope protection, 11.4 per cent.

*Section No. 8.*—This section, which extends from the north end of the village of Humberstone to deep water in lake Erie, is about 3 miles in length. The work to be performed will consist in the excavation of a new route from the north end of the section for a distance of about  $1\frac{1}{2}$  miles, the dredging and enlargement of the present canal for the remainder of the route, the construction of guard lock No. 8 with entrance walls, etc., the construction of three bridge substructures, the erection of various harbour works and numerous other minor undertakings.

The contract for the work on this section was awarded to the A. W. Robertson Company, Limited, February 27, 1924.

The progress of the work on this section has been exceptionally good. Rock excavation has been carried on throughout the year with continuous day and night shifts. On the land division of this section, about 341,000 cubic yards of Class II excavation were removed last season and, from the commencement of operations, 733,000 cubic yards or 68.5 per cent of the total. Four steam shovels were employed throughout the year in excavating the lock pit and in the prism both north and south of the lock site. From a point 300 feet south of the north end of the section, for a distance of about one mile south, including the lock pit, excavation is now practically completed and for a further 1,000 feet the east half of the prism has been taken out to grade elevation. This work has involved the removal of about 1,042,000 cubic yards of rock representing, with the work performed in the previous year, about 66 per cent of the total rock to be removed on the land division. For the filling of the area north of the elevator on the west side of the canal a temporary track was laid from the prism at Fraser street across the guard locks of the present canal and along West street. Filling was started in January, 1926, and has now been completed and the track taken up. The unwatering sump, installed last year on the west side of the prism north of the lock, has functioned satisfactorily. As excavation work has proceeded farther south, however, it has been found necessary to install additional pumps to take care of the increasing seepage. In connection with the relocation of the Canadian National Railway station on the west side of the ship canal a diversion was laid from the "Y" track at Fraser street running



westerly and crossing the prism by a temporary bridge just south of the site of new bridge 20. This diversion has been completed and the new station built. Operations on the harbour and lake division have been confined to the area east of the centre line of the ship canal. Drilling had commenced about one month previous to the beginning of the fiscal year and was continued throughout the navigation season until stopped by bad weather early in November. Work was resumed in February and has continued ever since, the ice cover on the lake up to May affording good protection to the drill boats against wave action. With three drill boats in operation, practically all rock east of the centre line has now been drilled and blasted along the entrance channel. Two dredges were employed during the season and 89,530 cubic yards of rock removed. From the commencement of operations on the harbour dredging 137,530 cubic yards of rock have been taken out, representing about 26 per cent of the whole. The greater part of this rock has been used for filling the breakwater cribs or for rock fill on the lakeward side of the completed breakwater. All of the twenty-one cribs for the breakwater were completed last season. With the exception of three, these have now all been placed, sunk and filled. The remainder will be put in position next June. The placing of concrete on the superstructure of the breakwater was begun in July last and the first 1,000 feet have now been completed requiring a total of 11,524 cubic yards of concrete. It is expected that the entire structure will be finished next season.

Summarizing the work done on this section, from the commencement of operations to the end of the present fiscal year, the progress made may be thus stated: Rock excavation (all classes), 53 per cent; earth excavation, 57 per cent; mass concrete (in breakwater), 43 per cent; close drilling 68 per cent.

*Construction Railway.*—All tracks and structures were maintained in efficient condition throughout the year. Traffic during the 1925 season was heavier than ever before, a total of 123,392 loaded cars being handled. The heaviest day's operations was on June 30 when 384 trains were registered in a period of twenty-four hours. Owing to the heavier steel now laid, the maintenance costs were materially lower than in previous years. No fatal or serious accidents took place.

*Bridges.*—During the year contracts have been let for the fabrication and erection of the superstructures of bridges 1, 3, 7 and 19. These bridges are all of the single leaf deck plate girder rolling lift type and will be located at locks Nos. 1, 2, 7 and 8 respectively.

It is expected that the first three of these bridges will be completed in 1926 and the fourth early in 1927. Of the fifteen other new bridges by which the canal will be crossed, twelve will be of the vertical lift type, two of the single leaf rolling lift type and one a double leaf Scherzer rolling lift type. An agreement covering the preparation of plans for the latter has been entered into with the Scherzer Rolling Lift Bridge Company and for all of the other bridges with Messrs. Harrington, Howard and Ash, of Kansas City, Mo.

*Laboratory.*—During the fiscal year 553, 626½ barrels of cement were received and accepted and distributed to various parts of the canal. Tests were made of all cement, gravel, and concrete before being put into the work. Tests as to the durability of paint for various classes of work were also carefully carried out.

*Miscellaneous Contracts.*—The delivery of Douglas fir by the Ostrander Railway and Timber Company of Ostrander, Wash., for the unwatering gates of locks Nos. 4 and 8 was completed in May, 1925. The metal work plans for these gates have been completed and fabrication of the gates will be commenced on receipt of the metal work which is now on order.

All the pumping plant equipment for unwatering lock No. 8 purchased, as noted in last year's report, from the John Inglis Company of Toronto, has now been received. It will be installed on the completion of the lock monolith.

All operating machinery for the valves of lock No. 1, purchased from the Engineering and Machine Works of St. Catharines, has now been delivered.

In addition to the foregoing, smaller contracts for the supply of other general equipment such as sluice gates, valves, structural steel, timber, plate girder spans, etc., have been entered into with various manufacturers.

*General Summary.*—For the various classes of work involved in the construction of the entire canal, the following percentages are now estimated as having been completed: Rock excavation, 64 per cent; earth excavation, 55 per cent; watertight embankments, 71 per cent; concrete of all classes, 64 per cent; reinforcing steel, 64 per cent, and sheet piling, 58 per cent.

#### (i) SAULT STE. MARIE CANAL

This canal provides communication between lakes Huron and Superior, surmounting by a single lock the rapids of the St. Mary river. It is  $1\frac{1}{2}$  miles in length between the east and west extremities of the entrance channels and lies entirely within Canadian territory.

The canal was opened to traffic April 8 and closed December 17, a period of 254 days. The total registered tonnage of vessels which passed through the lock showed an increase of 14 per cent from the figures of the year before; the freight tonnage showed a slight increase, amounting to 0.2 per cent. For the Canadian and American canals taken together the registered tonnage showed an increase of 21 per cent and freight tonnage of 13 per cent. Traffic in Canadian vessels only through both canals showed an increase in registered tonnage of 9 per cent while the freight tonnage decreased by 8 per cent.

One accident, causing a delay to navigation of several hours, occurred during the season. The steamer *Northwind* entering the canal from the west was drawn over by the current of the power channel and struck the corner of the north pier afterwards going aground west of the pier. After considerable trouble the vessel was released. The fenders of the pier, which were badly broken, were repaired at the expense of the owners of the vessel.

The work of renewing the top of the upper south pier in concrete was continued from last year and a further length of 200 feet completed. There still remains another 300 feet to be done which it is expected will be carried out in the coming season. Repairs to the deck of the upper north pier, begun last year, were completed and considerable filling was placed behind the pier as a protection against the blows received from vessels.

During the month of March the work of sounding through the ice over the upper approach to the canal was continued and all portions of the channel covered were found clear.

Extreme low water prevailed during the past season reducing considerably the draft of vessels which could safely navigate the channels. A maximum draft of 17 feet 9 inches has been recommended for the coming season.

## 2. OTTAWA AND RIDEAU RIVERS

#### (a) STE. ANNE LOCK

This canal surmounts the Ste. Anne rapids between Ile Perrot and the island of Montreal at the junction of lake St. Louis with the Ottawa river. It consists of two parallel locks, the old and the new, each with a lift of 3 feet. The old lock (now disused) has a depth of only 6 feet, but in the new lock there is 9 feet of water on the sills.

Navigation opened May 1 and closed November 30. There were no accidents or delays to traffic during this period.



Of improvements effected during the year the most important was the extension of the concrete wall on the south face of the upper wing dam to the Canadian Pacific Railway bridge, a distance of 268 feet. Minor improvements carried out included the painting of lock gates, pointing of masonry walls, the sheeting with plank of the river face of the guide pier below the Canadian National Railway bridge, repairs to fences, booms, etc.

Scow *No. 2* of the floating plant was caulked and painted and the repair platform refloored.

#### (b) CARILLON AND GRENVILLE CANALS

From the Ste. Anne lock to the foot of the Carillon canal there is a navigable stretch of water 27 miles in length through the lake of Two Mountains and the Ottawa river. The Carillon canal, which is three-quarters of a mile in length, with two locks giving a total lift of 16 feet, surmounts the next rise in the river level produced both by the Carillon dam at the head of the canal and the natural fall of the river below.

The Long Sault rapids, 6 miles above the Carillon canal, are surmounted by the Grenville canal  $5\frac{3}{4}$  miles in length with five locks. Both canals provide a depth of 9 feet of water over the lock sills.

These canals were opened to navigation May 1 and closed November 30. No accidents occurred to delay traffic nor was any damage done to canal structures.

Minor repairs only were found necessary, such as the rebuilding of the gates of lock No. 2, repairs to entrance piers, repairing tow path between locks Nos. 3 and 6, the gravelling of the highway at Carillon for a distance of  $2\frac{1}{2}$  miles, repairs to fences, etc.

The tug *Shirley*, purchased last year, received minor repairs to hull and engine.

#### (c) RIDEAU CANAL

This canal connects with the Ottawa river about 56 miles above the head of the Grenville canal and provides a waterway between the cities of Ottawa and Kingston. It consists of a series of natural water-courses joined by artificial cuttings, is  $126\frac{1}{4}$  miles long and has forty-seven locks with a minimum depth of 5 feet over the sills. It rises by thirty-three locks to a summit in the upper Rideau lake, from which body of water it descends to the level of lake Ontario by means of fourteen locks.

Navigation opened both at Ottawa and Kingston Mills May 1 and closed at Ottawa November 30 and at Kingston Mills November 14.

During the past year an ample supply of water was available for the navigation of all parts of the canal.

The total number of lockages for the season was 20,700, a decrease of 2,297 from the total recorded for 1924.

The principal repairs and improvements carried out during the year may be stated as follows:—

At the Ottawa lock station 100 feet of the basin wharf was rebuilt, and a frame extension 20 feet by 40 feet was added to the concrete storehouse. A new roof was laid on the kitchen of the lock house at Hartwells lock, a new chimney built in the storehouse and other smaller repairs made. At Hogsback the east bulkhead was covered with 4-inch plank, a new floor was laid on the bridge over the upper lock and a new boat slide built at the dam. At Black Rapids, a new ice-breaker pier was constructed above the dam, and the top of the dam, between the waste pier and the lock, filled up and graded. At the White Horse shoal near Manotick, the old timber dam was removed and replaced by a concrete structure, and the timber protection pier rebuilt below the waste weir at Long Island lock station. Repairs were made to the bridges at Manotick,

Kars, and Beckett's Landing. The old stone bridge house at Burritt's Rapids lock, which had fallen into complete disrepair, was taken down and a frame cottage, 20 feet by 26 feet on concrete foundation, erected in its place. At the same lock station a concrete abutment was constructed at the swing-bridge replacing the former timber structure. As a result of abnormal rains in January last, a settlement occurred at the lower end of the Burritt's Rapids lock which necessitated the concreting of the entire floor, the filling of voids under the mitre sill and the thorough repairing of sunken portions of the walls. A new lay-by pier was constructed at the foot of the lower lock at Nicholson's station. At the Merrickville lock station a concrete wall 200 feet long was built from the head of the upper lock to the wharf on the south side of the canal, replacing the former dry stone structure, which had fallen into serious disrepair. At the Smith's Falls detached lock station, a concrete abutment was constructed at the swing bridge in place of the former timber abutment. A new concrete dam was built at the outlet of Wolf lake, a storage reservoir, to replace the old timber dam. The piers at the head of Davis' lock were rebuilt in timber and stone filled. At Jones' Falls station, the old timber waste weir was replaced by a new structure in concrete, the lay-by pier at the head of the locks was rebuilt, and the timber piers at the foot of the locks rebuilt above low water. Heavy repairs were made to lock No. 40 at this station, gate piers, recesses and recess piers being rebuilt in concrete blocks. Above the Morton dam the cribwork protection wing was taken down and rebuilt. The fixed bridge at upper Brewer's lock was refloored. At lower Brewer's lock the wooden railing on the east side of the waste weir was replaced by a concrete wall surmounted by an iron railing. At the upper lock of the Kingston Mills station both lower wing walls, gate and recess piers and recesses were taken down and rebuilt in concrete blocks and new concrete aprons constructed both above and below the lower mitre sill.

The floating plant equipment of this canal consisting of the dredge *Rideau* and tugs *Agnes* and *Loretta* with several dump scows, was in constant employment throughout the season. The dredge was used in the placing of clay on the dams at Hogsback, Black Rapids and Jones' Falls, in cleaning the cut at Saw Log bay near Poonamalie, in putting in clay cofferdams for the winter's work at Burritt's Rapids and at the White Horse dam above the Long Island lock station. The tug *Agnes*, in addition to attending the dredge, was employed in towing scows with stores to various points along the canal; the services of the tug *Loretta*, were utilized both in the replacing of spar buoys along the channel and for general towing.

During the winter a complete survey was made of the whole of lake Opinicon between Chaffey's lock and Davis' lock and of Sand lake as far south as Jones' Falls.

### 3. RICHELIEU RIVER NAVIGATION

#### (a) ST. OURS LOCK AND DAM

At a point on the Richelieu 14 miles above the town of Sorel the level of that river has been raised 5 feet by a dam. This difference in level is overcome by the St. Ours lock. There is 7 feet of water on the upper lock sills, but the depth of water on the lower sill is governed by the level of St. Lawrence river and had been as low as 5 feet 3 inches in October 1923.

The lock was opened to navigation May 1 and closed November 30.

Such repairs as were found necessary were of a minor nature only and included the rebuilding of two lock gates; the painting of standing gates; the painting of the exterior of the Superintendent's house, the carpenter shop, stable and other buildings, etc.



### (b) CHAMBLY CANAL

Between the St. Ours lock and Chambly Basin, a distance of 32 miles, the river is navigable with a depth of 7 feet. The Chambly canal, which enters at this point, is 12 miles in length and has nine locks. It surmounts all the rapids between Chambly and St. Johns, thus establishing communication with lake Champlain. The locks, nine in number, provide a depth of  $6\frac{1}{2}$  feet of water over sills.

The canal was opened to traffic May 1 and closed November 30.

Improvements effected during the year included the following: At lock No. 3, 10 feet of the east wing wall was taken down and rebuilt and a similar repair was made at lock No. 5 where 60 feet of wall was reconstructed. The east wall of lock No. 1 was reinforced with a facing of steel plates. The old swing-bridge at Riley's Crossing was removed and replaced by a steel bridge on concrete substructure. The old span taken out is to be re-erected at bridge No. 6 to replace the present wooden span. Old wooden bridge No. 3 was removed and replaced by a steel span assembled from purchased materials in the canal shop. The top of the guide pier at the Chambly end of the canal was improved by a surfacing of crushed stone. At the upper end of the canal the space between the east and west walls of the wing dam was filled with clay dredged from canal basins. The decayed cribwork just above bridge No. 1, at the foot of Ste. Thérèse island, was demolished and replaced by a concrete wall 205 feet long averaging about 12 feet in height. The usual general repairs were made to prism slopes, roads, fences, ditches, canal buildings, etc.

## 4. LAKE ONTARIO TO GEORGIAN BAY

### (a) MURRAY CANAL

This canal, which is an open waterway 80 feet in width, with 11 feet depth at low water, across the isthmus of the Prince Edward County peninsula, connecting the bay of Quinté with lake Ontario, is without locks.

Navigation opened April 8 and closed December 3. No delays, due to accident or other cause, occurred during the season.

The repairs which were carried out during the season were of a minor nature only and included the painting of the three highway swing-bridges, the relaying of about 4,000 lineal feet of stone protection along canal banks, the regrading of the highway along the north side of the canal, the keeping clear of catch-water and off-take ditches and other smaller matters.

### (b) TRENT CANAL

The route of the Trent canal, as now in operation, lies between Trenton, on the bay of Quinté, where direct connection is made with lake Ontario, and Port Severn, on Georgian Bay, from which the waters of the Great Lakes are accessible. The canal is made up of a series of lakes and rivers connected by relatively short lengths of artificial cuttings. Connection between the water levels of the various reaches is effected by locks, except at Swift Rapids and Big chute where marine railways are employed. The through route may be briefly described as follows: Between Trenton and Rice lake the canal follows the line of the Trent river. Passing through Rice lake it enters the Otonabee river, the route of which is followed to its source in Katchiwano lake. From this lake the line of the canal passes in succession through Clear lake, Stoney lake, Lovesick lake, Buckhorn lake, Pigeon lake, Sturgeon lake and Cameron lake to the west side of Balsam lake. From here connection is made by an artificial cutting with a small lake about two miles westward, and from the latter lake another cutting makes connection with Cranberry lake. From the south end of Cranberry lake connection is made with lake Simcoe by another artificial cut-

ting. Passing through lake Simcoe the route of the canal continues to the Severn river, the line of which is followed to the Georgian Bay outlet at Port Severn. From Trenton the canal rises to a summit at Balsam lake, the level of which is about 597 feet above that of lake Ontario. From Balsam lake to Georgian bay there is a fall of 262 feet. The total length of the route from lake to bay is about 240 miles. It is made up of two main divisions: the Ontario-Simcoe division between Trenton on lake Ontario and the outlet of lake Simcoe and the Severn division from lake Simcoe to Georgian bay.

#### *Ontario-Simcoe Division*

This division includes, in addition to the main route of the canal, the Scugog branch, 35 miles in length, from Sturgeon lake to Port Perry via the Scugog river and lake, and various other navigable channels aggregating in all about 60 miles. The total extent of canal and canalized waters maintained in operation in this division is therefore about 240 miles.

Included also under this division are various reservoir lakes and dams, taken over from the Ontario Government in 1905, under Order in Council, which are maintained and operated by the department.

Among the principal works under construction during the past year the following may be noted:—

In August last, under contract with Construction and Engineering Limited, the construction was commenced of a new concrete dam at lock No. 23, about  $1\frac{1}{2}$  miles above Nassau, a little below the site of the old stone-filled timber dam, the latter having fallen into a serious state of disrepair. The new dam, when completed, will consist of nine sluices 20 feet wide and one log sluice 8 feet wide. Up to the present, five piers and the westerly abutment have been constructed up to within three feet of the level of the platform, representing about 48 per cent of the entire undertaking. The easterly half of the dam will be gone on with and finished during the coming season.

Under contract with the T. A. Brown Company, Limited, work on the construction of a new lock at Young's Point was commenced in October, 1925. This undertaking includes the taking out of the old lock, the removal of the present highway swing bridge to a point about 90 feet west of its former location and various other incidental work. The new lock is to be of standard size or 175 feet long, 33 feet wide and 8 feet 4 inches draft and will be flooded through lateral filling culverts thus ensuring greater safety to small boats. Operations have been carried out continuously since the inception of the work and are now, on the basis of total estimated cost, about 52 per cent completed. The work thus far performed has included concreting at both ends of the lock on the entrance walls, aprons and bridge abutments and pivot pier, and in the excavation of the lock pit.

The construction of the combined blacksmith, machine and woodworking shops at Peterborough, begun last year, was completed. This building, of solid brick on concrete foundation, is 92 feet long by 34 feet wide and is divided into three by lateral walls. The entire floor area is of concrete and the building is well lighted both by side and sky lights. Each shop is thoroughly equipped with all necessary machinery and supplied with electric power.

At Scott's Mills, on the Mississauga river, the concrete dam and log slide, begun last summer, is now well advanced towards completion. There are still fourteen logslide sills to be laid in concrete, frames to be erected and a portion of the wooden slide to be completed. The structure consists of a main dam 114 feet long with three piers, stop-log sluices and log slide. A side dam, 38 feet in length is provided with two spillways.

The dredge *Auburn* continued the work of the previous season in deepening the channel in the Otonabee river, and Rice lake, the total quantity of material removed amounting to 24,000 cubic yards, most of which was sand or clay. Below lock No. 26 and through Lovesick lake and Deer bay, the dredge *Fenelon*



was employed on similar work and between the months of May and November removed a total of 13,251 cubic yards of previously blasted limestone and granite.

Of smaller and less costly improvements and repairs carried out during the year the following may be noted:—The rebuilding of the dam at Norland on the Gull river, carried nearly to completion last year, was fully finished up by the end of April, 1925. A small concrete dam at Nogie's Creek, the outlet of Swamp lake, having two piers, a stoplog sluice and two spillways, was constructed to replace the existing timber dam. Repairs were also made to dams at Hawk lake, Big marsh on Nogie's creek, and dams 4 and 6 at Squaw river and to slides at Burnt river and Elliott's falls. Four pairs of lock gates and two guard-gates were constructed for locks at various points. General and somewhat extensive repairs were made to the mechanism of the Peterborough lift lock. In order to prevent the possibility of the lower gates of this lock being opened with the main cross-over valve open, an automatic indicator has been placed in the engine room of the lower gate by means of which the operator can at once ascertain the status of the cross-over valve, thus practically eliminating the possibility of the recurrence of accidents and delays which have several times occurred in the past. Preparations have been made for the immediate installation at this lock of a turbine driven air compressor and receiver for independent air supply for seal tubes and air lift. General repairs were also made to the lift lock at Kirkfield. In the drain wall on the south entrance pier below lock No. 16, the disintegrated concrete was cut out and the wall replaced by one of heavier construction reinforced with steel rods and wire attached to anchor bolts. At lock No. 38 the lower entrance walls, which had subsided owing to undermining, were thoroughly underpinned and repaired. At Burleigh bridge the top courses of the entrance pier, which is used as a public wharf, were removed to low water level and rebuilt. Material for the repair of Dunnott's Landing wharf has been delivered. Slight repairs were effected to wharves at Harwood, Gore's Landing, Bewdley and several other points. The canal reaches generally were well attended to; fences and walls were repaired, ditches and culverts cleaned and "dead heads" removed. Between Glen Miller bridge and the lower entrance to lock No. 3, a distance of about 600 feet, the concrete river wall, which was being overturned by ice pressure in the canal, was cut down to about 9 inches below winter water level. It is expected that while this wall will still deflect the flow from the navigable channel, the flow over it will be sufficient to prevent the formation of ice. Above lock No. 6 a ditch was constructed along the foot of the embankment for a distance of 476 feet with lateral ditches to the river as a means of carrying off seepage water. Below the lower entrance to lock No. 15 the canal reach at the junction with the river Trent was thoroughly dragged and cleared of weeds. The shores along the canalized portion of the Talbot river were riprapped with stone from the spoil dumps near the Kirkfield lift lock. Dry rubble walls were built at the south approach to the Boundary Road bridge and stone protection placed along the shores of the Fourth Concession road. At the mouth of the Talbot river below the lift lock, shoals formed during the winter were removed with a slush scraper. Complete new decks were placed on bridges at Young's Point, Wellington street, Lindsay, Rosedale and at Centre road lock No. 41. General repairs were made to the wooden truss swing bridge at Buckhorn and to the wooden swing bridge across the Scugog river. A new shed, 20 feet by 30 feet, for the storage of iron, was constructed at Peterborough adjacent to the blacksmith shop. Dwellings, storehouses and other buildings were painted where required. Complete new decks were laid on four dams and stoplogs renewed and other minor repairs made. At lock No. 5 near Frankford the east abutment pier of the dam, which had become undermined, was thoroughly repaired. The "pot head" on the incoming electrical lines to the valve-operating machinery for the dam at lock No. 12, south of Campbellford, which had been destroyed by lightning, was renewed. Both

abutments of the dam at lock No. 25, near Lakefield received general repairs. The west wing of the dam at Perry's Creek was renewed in concrete. Stream flow measurements were carried on as usual. Forty-five meter measurements were taken and eleven visits paid to automatic gauges. Four such gauges have now been installed. Four pairs of lock gates were constructed for use at Young's Point, Burleigh Falls and Fenelon Falls, and two guard gates, one for Young's Point and one for the Couchiching lock. All aids to navigation, such as buoys and lighthouses were gone over, painted and kept in repair. Navigation aids on lake Simcoe, formerly maintained by the Department of Marine and Fisheries, have now been transferred to this department.

The floating plant equipment of the canal was maintained in good order, repairs being made to dredges *Fenelon* and *Auburn*, tugs *Bessie Butler* and *J. B. McColl*, cook boats *Nepahwan* and *Hiawatha* and to gate lifter *W. H. Pretty*. Eleven new punts were constructed and repairs made to small boats and skiffs.

During the 1925 season the number of recorded lockages on the canal was 13,875, a decrease of about 15 per cent from the traffic returns of the previous year.

#### *Severn Division*

Under this division, as previously noted, is included that portion of the route of the canal which lies between the navigable waters of lakes Simcoe and Couchiching and Georgian bay, in addition to which must also be included the as yet incomplete canalization of the Holland river from Cook's bay, at the southerly end of lake Simcoe, to the town of Newmarket, a distance of about 12½ miles.

The original scheme for this division provided for a lock and terminals at Honey harbour on Georgian bay connected to Gloucester pool via Go Home bay and lake. This, however, has never been carried into effect. The navigation of this division is now effected by means of the lock at Washago, the marine railways at Swift rapids and Big Chute and the lock at Port Severn.

During the 1925 season dredging operations were continued on the Severn division at various points between Washago and Portage bay, by the Randolph Macdonald Company on a daily rental basis. Since the enlargement of the marine railways to provide for 15-ton boats up to 55 feet in length, the improvement of the river channel at many points has become a matter of urgent necessity. There having been from year to year some uncertainty in the prospect of this work being proceeded with, the policy followed in its prosecution has been to make small improvements at all the more dangerous spots in the channel rather than to complete the work of widening and deepening at any one point. With this end in view, further dredging operations were carried on during the past navigation season. Between the old rock dam, about 2,000 feet below the Muskoka highway bridge, and deep water in lake Couchiching a number of ridges of rock, which had necessitated diversions of navigation from the regular channel, were removed. The rock cut at the old C.N.R. crossing above Couchiching lock was widened to 60 feet. Above Hamlet bridge at Whitesides the rock cut was widened to about 74 feet. At Sparrow lake chute the cut was also widened, being now 67 feet across. In all the foregoing operations a total of 4,642 cubic yards of solid rock was removed.

At Atherley narrows the old county highway bridge, which crosses the route of the canal, was replaced by a modern structure. The new bridge, a reinforced concrete structure consisting of four bow arch spans of 59 feet 6 inches each and one steel swing span of 150 feet supported on concrete piers and abutments is located immediately above the old bridge. This bridge, which is not yet under departmental control, was erected by the adjoining counties and the province, the plans receiving the approval of this department. An agreement, not yet completed, provides for a contribution by the department of 40



per cent of the cost of the structure up to a maximum of \$40,000 and also for the operation and maintenance of the swing span by the departmental forces. The work is now complete with the exception of the plank flooring which will be placed immediately. The superstructure was erected under contract with Curran and Briggs of Orillia, the steelwork by the Dominion Bridge Company of Lachine.

On the upper side of the Couchiching lock a guard gate similar to that at Bobcaygeon was constructed as a very necessary safeguard against the larger water area of lakes Couchiching and Simcoe. This gate, which is now fully installed, is so placed that the space between it and the upper lock gates may be utilized for dry dock purposes. The four steel bridges on the Holland river division, which had become badly rusted, all received a coat of paint.

#### 5. ST. PETER'S CANAL

The St. Peter's canal, which was reconstructed between the years 1912 and 1917, connects the Bras d'Or lakes with St. Peter's bay on the southeast coast of Cape Breton island. It consists of a tidal lock 300 feet in length and 48 feet in width and provides for a minimum depth of water on the lock sills of 18 feet.

During the past season of navigation this canal was in operation between April 6, 1925, and January 9, 1926. The total number of vessels making use of the lock was 1636, a decrease of 148, or about 8 per cent, from the record of the year before. Only two accidents occurred and in neither case was the navigation of the lock seriously interfered with. On May 8 one steamer was slightly delayed owing to the breaking of a gate hanging. On December 9 a schooner, laden with coal, entering the canal from the lake struck against a rock cut north of the swing bridge springing a bad leak. The vessel was backed out and beached on a small island near the entrance.

The deepening of the lake entrance to the canal and the renewal of the crib-work along this entrance, described in last year's report were continued under contract with the Atlantic Dredging Company and have now been satisfactorily completed. Owing to the development of quite unforeseen conditions on the subaqueous portions of this work its final cost amounted to 50 per cent more than the original estimate. Of minor repairs and improvements made during the year the following may be noted: Lock gates above water and operating machinery were painted and all gates scraped below water by a diver, the road from the highway to the Atlantic wharf was repaired, all ditches were cleaned and canal grounds kept neat and in good condition.

#### 6. MISCELLANEOUS WORKS

##### (a) HUNGRY BAY AND STE. BARBE DYKES

These dykes extend westward along the south shore of lake St. Francis from the upper entrance of the Beauharnois canal for a distance of about 7 miles. They are maintained as a protection against the waters of the lake, the level of which was raised when the canal was constructed. It may here be mentioned that since the opening of the Soulanges canal in 1899 the Beauharnois canal has ceased to be used for navigation and is under lease for power purposes only. The Hungry bay dyke has been in existence since 1856. The top of this dyke is maintained as a road. The Ste. Barbe dyke was constructed in 1889. At various places along the lake shore, protection walls have been built outside the dykes.

Improvements to the dykes made during the past year have included the following: The dyke road, for a length of 3.8 miles, was given a coating of oil and sand and another section of the road was resurfaced with crushed stone rolled in. Between the St. Louis feeder and a point about  $2\frac{1}{4}$  miles south, a large number of willows were planted 30 feet north of the road as a future protection against drifting snow.

At various points along the lake shore, through the parish of St. Anicet, stone protection walls were constructed, totalling in all about 3,000 feet in length.

#### (b) ST. LAWRENCE SHIP CANAL

For many years the question of the ultimate enlargement of the St. Lawrence canal system between lake Ontario and Montreal has been studied by the engineers of this department, and much data relating thereto has been obtained.

During recent years the work of completing definite plans for such an enterprise became necessary in order to enable the department to deal intelligently with proposals, by private corporations, for the development of isolated water-powers which might seriously conflict with any reasonable development of the navigation and power potentialities of the river as a whole. Under this impetus, plans were evolved for a comprehensive development of the upper section of the river.

Early in the fiscal year 1924-25 a board of engineers was appointed by the Canadian Government to review the Wooten-Bowden report of 1921 and to report on the cost of a through deepwater route from the head of the Great Lakes to the sea. The members of this board are Mr. D. W. McLachlan (Chairman), Brig.-Gen. C. H. Mitchell, and Mr. Olivier O. Lefebvre. A number of meetings of the board have been held and instructions as to the form and scope of the report to be made were finally agreed upon in joint session at Washington in December last and forwarded to both the Canadian and American Governments. On January 5, 1925, these instructions, after having been considered by the National Advisory Committee for Canada, were transmitted to the board. Meantime, in anticipation of the eventual receipt of these instructions, much study has been given both to the Canadian and American sections of the river. Ice conditions have been carefully investigated, stream discharges determined, soundings taken, test borings driven, surveys carried out, and numerous plans prepared. As a result, a large amount of valuable information has now been got together for use in the preparation of the required designs and report.

During the past fiscal year twelve meetings with the American section of the Joint Board have been held extending over periods of from two to three days at a time, and covering discussions on various subjects connected with the work.

The office work has been carried on with a staff of twelve; the field work by two survey parties and two boring parties.

The most important undertakings carried out during the year were as follows: A river and shore survey of the St. Lawrence from Lachine to Montreal, begun in previous years, has been completed. Borings have been taken along the proposed route of the canal between Lachine and Nun's island, along the site of a proposed dam at the foot of the Lachine rapids, along the line of a proposed navigation channel and power canal at the foot of lake St. Louis, along the route of the proposed canal between Hungry bay and Melocheville, along the south shore of the St. Lawrence near Cedars and at the site of a proposed dam at the head of the Cedars rapids, on the south side of Coteau rapids and at Cascades point, and on the site of a proposed power-house at the head of lake St. Louis. Further topographical information was obtained on both sides of the river between lakes St. Louis and St. Francis which included all the islands in the river. Additional meterings of the river were taken at Iroquois Point, precise lines of water levels run and continuous water elevation records secured. Soundings were taken in the channel south of Long Sault island, in the river opposite Iroquois, between Weaver's Point and Croil island and at the lower part of the Long Sault rapids. Records of water temperature at Kingston, Cardinal, Cornwall and Coteau have been made. Tests as to strength of ice have been carried out with a view to determining the proper construction for dams.



In the International section of the river the American section has completed a survey between Kingston and Iroquois and between Barnhart island and Cornwall. Extensive boring operations have also been carried out by the same organization.

### (c) HUDSON BAY TERMINALS

The staff maintained at Port Nelson during the past year consisted of a resident engineer, cook and foreman, from one to six handymen or carpenters and occasional Indian labour as circumstances demanded.

The estuary was open between May 27, 1925 and January 28, 1926, and the river cleared to Flamboro Head on May 29.

The staff were employed in oiling exposed machinery, pumping water from the floating plant, adjusting lines, in shifting various units of the plant to new berths when required and on various other necessary work.

The snow fall during the winter of 1926 was unusually heavy.

I have the honour to be, sir,

Your obedient servant,

A. E. DUBUC,  
*Chief Engineer.*

OTTAWA, August 15, 1926.

G. A. BELL, Esq., C.M.G.,

Deputy Minister, Department of Railways and Canals,  
Ottawa, Canada.

TABLE SHOWING THE DATES OF THE OPENING AND CLOSING OF THE CANALS FOR THE SEASON  
OF 1922, 1923, 1924 AND 1925

Canals	1922		1923		1924		1925	
	Opened	Closed	Opened	Closed	Opened	Closed	Opened	Closed
Lachine.....	April 19	Dec. 13	May 1	Dec. 12	April 21	Dec. 13	April 27	Dec. 11
Soulanges.....	" 21	" 11	" 2	" 12	" 12	" 12	" 26	" 11
Cornwall.....	" 18	" 13	April 30	" 13	" 23	" 14	" 22	" 12
Williamsburg—								
Farrans' Point.....	" 18	" 14	" 30	" 14	" 22	" 14	" 22	" 12
Rapide Plat.....	" 19	" 14	" 30	" 15	" 22	" 14	" 22	" 14
Galops.....	" 18	" 14	" 30	" 15	" 22	" 14	" 22	" 14
Welland.....	" 17	" 14	" 25	" 15	" 16	" 13	" 15	" 17
Sault Ste. Marie.....	" 17	" 24	May 1	" 26	" 19	" 15	" 8	" 17
Ste. Anne.....	May 1	Nov. 28	" 1	Nov. 30	May 1	Nov. 30	May 1	Nov. 30
Carillon & Grenville.....	" 1	" 30	" 1	" 30	" 1	" 30	" 1	" 30
Rideau—								
At Ottawa.....	" 1	" 30	" 1	" 30	" 1	" 30	" 1	" 30
At Kingston Mills.....	" 1	" 21	" 1	" 30	" 1	" 28	" 1	" 14
Trent—								
Ontario-Rice Lake Division,								
Lower Section.....	" 11	" 20	" 7	" 14	" 13	" 4	April 25	" 6
Trenton Bridge.....	April 5	" 26	" 3	" 29	" 17	Oct. 4	May 11	Oct. 26
Ontario-Rice Lake Division,								
Upper Section.....	May 12	" 17	" 7	" 16	" 20	Nov. 29	May 5	Nov. 14
Hastings to Rice Lake.....	" 3	Oct. 29	" 6	" 6	" 20	Nov. 29	May 5	" 14
Hastings to Peterborough.....					May 15	Nov. 18		
Rice Lake to Peterborough.....	May 5	Nov. 25	April 27	Nov. 27			May 3	Nov. 22
Peterborough to Lakefield.....	" 13	" 4	May 17	" 10	May 12	Nov. 15	" 6	Oct. 29
Peterborough to Lift Lock.....	" 20	" 4	" 17	" 8	" 12	" 6	" 6	Nov. 4
Lakefield to Bobcaygeon.....	" 1	" 21	April 28	Dec. 1	April 26	" 26	" 7	" 6
Bobcaygeon to Balsam Lake.....	April 29	" 11	May 4	Nov. 15	" 28	" 3	" 12	" 19
Kirkfield to Lift Lock.....	May 20	Oct. 26	" 23	Oct. 25	May 18	Oct. 24	" 9	Oct. 23
Kirkfield to Lake Simcoe.....	" 18	" 28	" 16	" 26	" 18	" 24	" 21	" 31
Lake Simcoe to Orillia.....	" 13	Nov. 10	" 23	" 26	" 12	Nov. 19		
Scugog River to Lindsay Lock.....	" 2	" 12	April 23	Dec. 4	April 27	" 15	April 8	Oct. 22
Murray.....	" 1	" 30	" 24	" 8	" 15	Dec. 9	" 8	Dec. 3
St. Ours.....	" 1	" 30	May 2	Nov. 30	May 1	Nov. 30	May 1	Nov. 30
Chambly.....	" 1	" 30	" 7	" 30	" 1	" 30	" 1	" 30
St. Peters.....	April 24	Jan. 6	" 7	Jan. 19	April 23	Jan. 7	April 6	Jan. 9
		1923		1924		1925		1926

## CANALS OF CANADA

Name	Location	Length in Miles	No. of Locks	Locks		
				Minimum dimensions		
				Length	Width	Depth at ordi- nary low level
<i>St. Lawrence and Great Lakes</i>				Ft.	Ft.	Ft.
Lachine.....	Montreal to Lachine.....	8.50	5	270	45	14
Soulanges.....	Cascades Point to Coteau Landing	14.00	5	280	45	15
Cornwall.....	Cornwall to Dickinson's Landing..	11.25	5	270	45	14
Farran's Point.....	Farran's Point Rapid.....	1.25	1	800	50	14
Rapide Plat.....	Rapide Plat, Morrisburg.....	3.66	2	270	45	14
Galops.....	Iroquois to Cardinal.....	7.33	3	800	50	14
Welland.....	Port Dalhousie, Lake Ontario to Port Colborne, Lake Erie.....	26.75	26	270	45	14
Sault Ste. Marie.....	St. Mary's Rapids, 47 miles west of Lake Huron.....	1.30	1	900	60	19
<i>Ottawa and Rideau Rivers</i>						
Ste. Anne Lock.....	Junction of St. Lawrence and Ottawa rivers.....	0.12	1	200	45	9
Carillon.....	Carillon rapids, Ottawa river.....	0.75	2	200	45	9
Grenville.....	Long Sault rapids, Ottawa river...	5.75	5	200	45	9
Rideau.....	Ottawa to Kingston.....	126.25	47	134	33	5
	Rideau Lake to Perth, (Tay Branch).....	7.00	2	134	33	6.5
<i>Richelieu River</i>						
St. Ours Lock.....	St. Ours, Que.....	0.12	1	200	45	6.5
Chambly.....	Chambly to St. Johns, Que.....	12.00	9	118	22.5	6.5
<i>Lake Ontario to Georgian Bay</i>						
Murray.....	Isthmus of Murray, Bay of Quinté.	5.17	None			11
Trent.....	Trenton to Peterboro Lock, Peter- boro.....	89.0	18	175	33	8.4
	Peterboro Lock to Washago.....	114.6	23	134	33	6
	Sturgeon Lake to Port Perry (Seu- gog Branch).....	35.0	1	142	33	6
	Port Severn Lock.....		1	100	25	6
<i>Miscellaneous</i>						
St. Peters.....	St. Peters Bay to Bras d'Or Lakes, Cape Breton, N.S.....	0.49	1	300	48	18



DOMINION OF CANADA

TWENTY-SECOND REPORT  
OF THE  
BOARD OF  
RAILWAY COMMISSIONERS  
FOR CANADA

FOR THE YEAR ENDING DECEMBER 31

1926



OTTAWA  
F. A. ACLAND  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1927

**THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA**

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, M.A., LL.B., Ph.D., *Assistant Chief Commissioner.*

THOS. VIEN, K.C., *Deputy Chief Commissioner.*

A. C. BOYCE, K.C., *Commissioner.*

C. LAWRENCE, *Commissioner.*

Hon. FRANK OLIVER, *Commissioner.*

A. D. CARTWRIGHT,  
*Secretary.*





## CONTENTS

	PAGE
Accidents and accident investigations.....	11
Appeals from Decisions of the Board.....	10
Applications to the Board, total number (3259).....	11
Engineering Department of the Board.....	11
Fire Inspection Department of the Board.....	12
Formal and informal matters.....	5
General decisions and rulings of the Board (Epitomized).....	7
General Orders (Epitomized).....	7
Operating Department of the Board.....	11
Orders, General Orders and Circulars.....	10
Public sittings of the Board.....	5
Railway Grade Crossing Fund.....	6
Routine work of the Board (Record Department).....	13
Staff.....	13
Traffic Department of the Board.....	11

## APPENDICES

Appendix "A"—Principal Judgments of the Board for the year ending December 31, 1926 (For Index to Judgments, see page 229)	15
Appendix "B"—Report of the Chief Traffic Officer of the Board for the year ending December 31, 1926.....	143
Appendix "C"—Report of the Chief Engineer of the Board for the year ending Decem- ber 31, 1926.....	152
Appendix "D"—Report of the Chief Operating Officer of the Board for the year ending December 31, 1926.....	163
Appendix "E"—Report of the Chief Fire Inspector of the Board for the year ending De- cember 31, 1926.....	202
Appendix "F"—List of cases appealed to the Supreme Court of Canada, from February 1, 1904 to December 31, 1926.....	211
Appendix "G"—List of General Orders and Circulars of the Board for the year ending December 31, 1926.....	214





# REPORT OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Twenty-second Report for the year ending December 31, 1926.

Since the publication of the last report the following amendment has been made to the Railway Act, 1919:—

16-17 GEORGE V

CHAPTER 14

An Act to amend the Railway Act, 1919

*(Assented to June 15, 1926.)*

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Subsection two of section two hundred and sixty-two of the Railway Act, 1919, as enacted by chapter sixty-eight of the statutes of 1919, is repealed and the following is substituted therefor:—

(2) The total amount of money to be apportioned, and directed and ordered by the Board to be payable from any such annual appropriation shall not, in the case of any one crossing, exceed forty per cent of the cost of the actual construction work in providing such protection, safety and convenience, and shall not, in any such case, exceed the sum of twenty-five thousand dollars, and no such money shall in any one year be applied to more than six crossings on any one railway in any one municipality or more than once in any one year to any one crossing.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1926, to December 31, 1926, the Board held 59 public sittings at which 311 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario .....	35
Quebec .....	5
Manitoba .....	1
Saskatchewan .....	3
Alberta .....	2
British Columbia.....	9
Nova Scotia.....	..
New Brunswick.....	4
Prince Edward Island.....	..
Total .....	59

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from the complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 3,259 applications and complaints received and dealt with by the Board

90 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle, regarding the railway rates.

### RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1919, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1919, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In dealing with such crossings, the Board issued, between the 1st day of April, 1909, and the 31st day of December, 1926, 685 orders, providing protection for 762 crossings, as follows:—

By automatic interlocking plants (street railway protection) .....	11
By closing crossings .....	53
By diversion highways .....	73
By diversion and bridge .....	3
By diversion and double bell and wigwag .....	1
By diversion to improve view .....	1
By diversion and removal view obstruction .....	1
By diversion and subway .....	1
By electric bells .....	272
By electric bell and flash-light .....	1
By electric bell and removal view obstruction .....	2
By electric bell and wigwag .....	117
By electric bell and wigwag and removal view obstructions .....	5
By easing curve on approach to highway bridge .....	1
By gates .....	122
By gates and half interlocker .....	1
By overhead bridges .....	31
By removal view obstructions .....	41
By removal view obstructions and reducing grade .....	1
By shelter .....	1
By subways .....	68
By towers .....	3
By wigwags .....	17

It will be seen by comparing the total number of crossings protected with the Twenty-first Annual Report of the Board that the increase for the twelve months ending December 31, 1926, in the number of crossings protected number 72, made up as follows:—

By automatic interlocking plants (street railway protection) .....	5
By closing crossings .....	24
By diversion highways .....	15
By diversion and bridge .....	2
By diversion and double bell and wigwag .....	1
By diversion to improve view .....	1
By diversion and subway .....	1
By electric bells .....	2
By electric bell and wigwag .....	23
By gates .....	1
By overhead bridges .....	4
By removal view obstructions .....	5
By subways .....	4

NOTE.—72 crossings and 88 protections consequent on account of 15 diversions closing 24 crossings and double bell and wigwag at one crossing.



It will be noted that under the amendment to the Railway Act, chapter 14, 16-17 George V, the total amount of money to be apportioned, and directed and ordered by the Board to be payable from the annual appropriation shall not, in the case of any one crossing, exceed forty per cent of the cost of the actual construction work in providing such protection, and shall not, in any such case, exceed the sum of twenty-five thousand dollars, and no such money shall in any one year be applied to more than six crossings on any one railway in any one municipality, or more than once a year to any one crossing.

Subsection (3) of section 262 of the consolidated Railway Act provides that in case any province contributes towards the said fund, the Board may apportion, direct and order payment out of the amount so contributed by such province, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

### GENERAL ORDERS

The following is a brief summary of some of the matters dealt with under the Board's General Orders:—

General Order No. 427, dated January 28, 1926, providing that all railway companies subject to the Board's jurisdiction who publish tariffs naming rates on pulpwood, in carloads, in which the following provision is contained, namely: "Cars will not be considered fully loaded unless containing 90 per cent of their cubical capacity, subject to destination measurement," shall amend the tariff provision to read, "Cars will not be considered fully loaded unless containing 87 per cent of their cubical capacity, subject to destination measurement."

General Order No. 430, dated March 23, 1926, directing that Supplement No. 1 to Canadian Freight Classification No. 17 be approved subject to certain changes and additions as set out in the order.

General Order No. 431, dated July 29, 1926, dealing with the equipping of locomotives with pilots as prescribed by the Board's General Order No. 289, dated March 24, 1920, providing that all the Railway Companies report quarterly to the Board how many engines have been equipped with pilots so as to comply with the Board's General Order No. 379.

General Order No. 432, dated August 13, 1926, directing that certain railway companies therein specifically named, amend their tariffs applying on high explosives, effective not later than August 30, 1926, so that the rate published on high explosives, in less than carloads, shall not exceed double first class current tariff rates, with a minimum charge of six dollars (\$6) for a single shipment.

General Order No. 434, dated November 16, 1926, providing that the "Rules Relative to the Inspection of Locomotives and Tenders," as prescribed by the Board's General Order No. 289, be amended by striking out the last paragraph and substituting therefor the paragraph set out in the order, dealing with pilots.

General Order No. 435, dated December 2, 1926, dealing with the question of proposed regulations governing the location of loading racks and unloading points for gasolene, naphtha, or any inflammable liquid with flash point below 30° F., prescribing certain regulations governing the location of loading racks and unloading points for gasolene, etc., as therein more specifically set forth.

### GENERAL DECISIONS AND RULINGS OF THE BOARD

Submitted herewith, epitomized, are some of the more important matters dealt with by the Board at its public sittings for the year ending December 31, 1926. For other principal judgments of the Board see appendix "A" to this report.

*Re BOLAND AND CANADIAN NATIONAL RAILWAY COMPANY*

*Expropriation—Authority to take land—Approval of Plan by Board's Engineer not sufficient authority—Board's finding of fact—Railway Act, 1919, Secs. 44, 200.*

The Board, on complaint that an applicant was being prejudiced in an action in the Courts by an erroneous assumption of fact as to action taken by the Board, namely that the Board had authorized the taking of the applicant's land for the purpose of a railway work, made a declaration that it had not authorized such taking and that the approval of a certain plan by its engineer was not to be construed as giving such authority. Per the Chief Commissioner and Assistant Chief Commissioner: The order speaks for itself; the construction of the order is for the courts before which the litigation is pending and the Board should not question or comment upon the view taken by the courts as to its scope and meaning.

The facts are fully set out in the (dissenting) judgment of Mr. Commissioner Boyce, dated March 11, 1926, concurred in by the Deputy Chief Commissioner and Mr. Commissioners Oliver and Lawrence. C.R.C. Vol. 32, p. 127.

*Re CANADIAN PACIFIC RAILWAY STATION, GRAND PILES, P.Q.**Station—Destruction—Relocation—Jurisdiction.*

The Board approved the relocation of a station at Grand Piles having considered (1) the short distance from the old location to the new location; (2) the very much improved facilities afforded by the larger station on the new location; (3) the discretion in regard to management given the railway under the Railway Act; (4) the limitations imposed upon the Board in respect of interference with the managing functions of the railway.

(*Hartin v. C.N.R.*, 21 C.R.C. 437; *Druid Landowners v. G.T.P. Ry. Co.*, 14 C.R.C. 20, *Kelly v. G.T.P. Ry. Co.*, 14 C.R.C. 15, referred to.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated June 30, 1926, concurred in by Mr. Commissioners Boyce and Lawrence.

C.R.C. Vol. 32, p. 1.

## CANADIAN SHIPPERS' TRAFFIC BUREAU V. CANADIAN NATIONAL RAILWAYS

1. *Jurisdiction—Tolls—Woodpulp—Legality—Past Transaction—Railway Act, 1919—No power to order refund—Proper Remedy.*

After a review of the authorities (12 C.R.C. 327; 14 C.R.C. 201; 17 C.R.C. 411; 9 C.R.C. 493; 9 C.R.C. 232; 9 C.R.C. 175; 10 C.R.C. 343; 22 C.R.C. 414; 22 C.R.C. 387; 12 C.R.C. 7; 26 C.R.C. 26; 27 C.R.C. 458) it was held, notwithstanding sections 323 subsection 5; 314 subsections 4 and 5 and section 316, Railway Act, 1919, that although the Board has power to make a declaratory order as to the legality of rates connected with a past transaction, it is beyond its jurisdiction to make a retroactive alteration in a tariff which is not contrary to any of the provisions of the Railway Act and that it has no power to order a refund. If a rate is in excess of the legal rate the parties may seek a return of the excess through appropriate legal process in the ordinary courts.

2. *Tariffs—Competitive—Long and Short Haul—To United States Points—Maximum.*

The applicant contended that the rates on wood-pulp from Bathurst, N.B., to Toronto were in violation of section 314, subsection 5, Railway Act, 1919, and were in excess of those charged by a competitive line from the same point of origin to less distant points in United States. The Board held that a railway company was not obliged to meet the rates of its competitors and that rates to



points in United States were not a measure of the reasonableness of rates in Canada. A declaratory order was made as to the legality of the application of maximum rates to intermediate points on movements from Bathurst and Chat-ham, N.B., and Oak Lake Road, P.Q., to Toronto.

3. *Rates—Reasonableness—Mileage Test—United States Rates—Group Rates—Criteria of Reasonableness*

In refusing to revise the rates on pulpwood to Toronto, the Board held that mileage was not conclusively a determinant of discrimination; that rates in United States and especially rates grouped as to points of origin were not a measure of reasonableness of rates on a mileage basis in Canada and that the criteria of reasonableness of rates in Canada should be found in Canada.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated August 12, 1926, concurred in by the Deputy Chief Commissioner and Commissioners Boyce, Lawrence and Oliver.

C.R.C. Vol. 32, p. 3.

PARISH OF LANCASTER, ST. JOHN, N.B., V. DOMINION EXPRESS COMPANY AND  
CANADIAN NATIONAL EXPRESS COMPANY

*Express—Tolls—Free Delivery—General Order No. 268*

The Board dismissed an application for free delivery in the Parish of Lancaster, St. John, N.B., on the ground that granting the request would result in a variation of the principle established by General Order No. 268 (9 B.R.C. 179, 25 C.R.C. 61) that free delivery is not to be given beyond the corporate limits of a municipality. Any different treatment of such an application by an individual locality would immediately result in the unsatisfactory conditions existing prior to 1919 when there existed no uniform principle governing free delivery of express.

The facts are fully set out in the judgment of the Chief Commissioner, dated August 26, 1926, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Oliver. C.R.C. Vol. 32, p. 33.

CITY OF WINDSOR V. CANADIAN PACIFIC RAILWAY COMPANY  
(WYANDOTTE STREET BRIDGE CASE)

*Railway Crossed by Highway—Bridge—Widening—Increased Traffic—Apportionment of Cost—Surfacing*

A highway bridge over the railway originally built 30 feet wide in 1890, reconstructed 40 feet wide in 1912 by the respondent (the railway being junior at the point of crossing) requiring to be widened to accommodate the increasing motor traffic and provide for a street car line, the Board ordered a new bridge to be built by the respondent 56 feet wide, and apportioned the cost 60 per cent on the respondent and 40 per cent on the applicant, the cost of maintenance to be borne by the respondent, the applicant to have the option of an extra width of 10 feet being added to the bridge upon paying the cost of the additional width and the items of cost attaching thereto, subject to the rule as to surfacing laid down in the King Street Bridge Case, Hamilton, 25 C.R.C. at p. 384.

Factors to be considered in apportionment of cost are: (1) congestion of traffic; (2) reconstruction of bridge to accommodate new type of traffic; (3) life of existing structure to be replaced; (4) causes of increase in highway traffic, and (5) changes in traffic due to changed status of the highway.

City of Windsor v. C.P.R., 21 C.R.C. 66, County of Essex v. M.C.R. and Canada Southern Ry. Co., 30 C.R.C. 428, referred to.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated October 25, 1926, concurred in by Mr. Commissioner Lawrence. C.R.C. Vol. 32, p. 26.

## SASKATCHEWAN DEPARTMENT OF HIGHWAYS V. CANADIAN NATIONAL RAILWAYS

*Railway Bridge—Vehicular Traffic—Jurisdiction—Railway Act, 1919,  
Section 251 (6)*

The Board has no jurisdiction under section 251, subsection 6, of the Railway Act, 1919, to entertain an application for the use by the public of a railway bridge for vehicular traffic, unless such bridge is being "constructed, reconstructed or materially altered" by the company.

The facts are fully set out in the judgment of the Chief Commissioner, dated October 15, 1926, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Oliver. C.R.C. Vol. 32, p. 23.

BOARD OF TRADE OF HALIFAX, ST. JOHN AND SACKVILLE, N.B., CANADIAN LUMBERMEN'S ASSOCIATION *et al* V. CANADIAN NATIONAL RAILWAYS*Routing—Alternative Routing—Supplements Eliminating—Suspension by Board—Disregard of Board's Orders—Order to Observe Shippers' Instructions.*

A presumption exists in favour of the continuation of a custom of routing freight traffic which has long continued undisturbed and supplements in variation will be refused approval.

The provisions of Supplement No. 38 to C.G.R. Tariff C.R.C. No. 1352, and of Supplement No. 48 to C.G.R. Tariff C.R.C. No. 1364, as far as these propose to eliminate routing via St. John and St. Rosalie Junction were disallowed; the Canadian National Railways and Canadian Pacific Railway Company were ordered to observe and perform directions given by shippers on bills of lading as to the routing of traffic where such routing is permitted under the published tariffs in force.

The facts are fully set out in the judgment of the Chief Commissioner, dated October 19, 1926, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Boyce. C.R.C. Vol. 32, p. 37.

## APPEALS FROM RULINGS OF THE BOARD

There was one case carried in appeal to the Supreme Court during the year; namely:—

File No. 32453. Appeal of the Toronto Transportation Commission from order of the Board No. 38424, dated November 15, 1926, upon the ground that as a matter of law the Board has no jurisdiction to order contribution from said Commission in the matter of Northwest Grade Separation. (Bloor Street Subway, Toronto, Ont.)

One case was carried in appeal to the Governor in Council and is still pending:—

File No. 30686.2. Appeal by the Governments of the provinces of British Columbia, Alberta and Saskatchewan from an order of the Board respecting a change in railway tolls on grain and flour moving to the Pacific coast.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ending December 31, 1926, was 1,412. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction was 2. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are 11 in number for the year.

A list of the general orders and circulars for the year ending December 31, 1926, will be found compiled under appendix "G" to this report.



## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints made to the Board, for the year ending December 31, 1926, was 3,259.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ending December 31, 1926, was as follows:—

Freight tariffs, including supplements.....	57,214
Passenger tariffs, including supplements.....	9,641
Express tariffs, including supplements.....	3,541
Telephone tariffs, including supplements.....	1,018
Sleeping and parlour car tariffs, including supplements.....	70
Telegraph tariffs and supplements.....	8
	<hr/> 71,492

The total number of tariffs filed from February 1, 1904, to December 31, 1926, was 1,424,568.

The details of the tariffs will be found under appendix "B" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ending December 31, 1926, number 275, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under appendix "C" will be found a detailed report of the Chief Engineer.

## OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station services performed by the railway companies.

Under appendix "D" will be found a full and detailed report of the Chief Operating Officer of the department.

## ACCIDENTS AND ACCIDENT INVESTIGATIONS

On reference to the report of the Board's Chief Operating Officer, it will be seen that accidents to the number of 2,517, covering 429 persons killed and 2,620 persons injured, were reported to the Board during the year ending December 31, 1926, as compared with 2,713 accidents reported for the year 1925, covering 272 persons killed and 2,955 persons injured.

The figures given show:—

(1) Six passengers killed during the year 1925, and 13 passengers killed during the year 1926; an increase of 7. The number of passengers injured was 354 in 1925 as compared with 329 in 1926; a decrease of 25.

(2) Seventy-six employees killed in 1925 and 132 in 1926; an increase of 56. The number of employees injured was 2,008 in 1925 as compared with 1,727 in 1926; a decrease of 281.

(3) One hundred and ninety others killed in 1925 and 284 in 1926, an increase of 94. The number of others injured was 593 in 1925 as compared with 564 in 1926, a decrease of 29.

It is pointed out that out of the 284 others killed, 123, or 43 per cent, were trespassers, and that out of the 564 others injured, 113, or 20 per cent, were trespassers.

It will be noted that of what may be termed preventable loss, there were 123 killed under the heading "trespassers" and 113 injured. This is an increase of 26 in the number of killed, and a decrease of 19 in the number of injured, as compared with the year 1925.

The following table shows the total, by provinces, as regards trespassers killed and injured, for the year ending December 31, 1926:—

Province	Killed	Injured
Nova Scotia.....	4	3
New Brunswick.....	4	5
Quebec.....	26	22
Ontario.....	50	40
Manitoba.....	12	6
Saskatchewan.....	3	9
Alberta.....	12	12
British Columbia.....	12	16
Totals.....	123	113

Attention is again directed to the statement setting out in detail the situation as regards highway crossing accidents during the past five years. It will be observed therefrom that there has been a total of 1,231 accidents covering 429 persons killed and 1,609 injured.

Crossings protected by gates accounted for 23 killed and 79 injured.

Crossings protected by bell accounted for 58 killed and 221 injured.

Crossings protected by watchman accounted for 4 killed and 38 injured.

Crossings unprotected accounted for 344 killed and 1,271 injured.

There have been 292 accidents at protected crossings, covering 85 persons killed and 338 injured, and at unprotected crossings there have been 939 accidents, covering 344 persons killed and 1,271 injured.

There were 303 highway crossing accidents investigated, during the year 1926, of which number 79 occurred at protected crossings, leaving unprotected crossings to account for 224 accidents.

Automobile accidents totalled 235, divided as follows:—

At crossings protected by gates.....	10
At crossings protected by watchman.....	5
At crossings protected by bell.....	39
At crossings unprotected.....	181

Horse and rig accidents numbered 29, made up as follows:—

Gates.....	1
Watchman.....	..
Bell.....	7
Unprotected.....	21

Pedestrian accidents numbered 39 as follows:—

Gates.....	9
Watchman.....	3
Bell.....	5
Unprotected.....	22

During the year 1926 there were 300 accidents at highway crossings reported to the Board, covering 129 persons killed and 370 injured, as compared with 268 accidents in 1925, covering 76 persons killed and 389 injured.

Full particulars of passengers and employees killed and injured, and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings etc., will be found under appendix "D."

#### FIRE INSPECTION DEPARTMENT OF THE BOARD

Of the steam railway mileage in Canada, 35 per cent is classified as being in forested territory. On the remaining non-forested mileage, the fire hazard is comparatively low, except in the prairie sections of the Prairie Provinces, where the hazard is neutralized by the construction of fire-guards by the railway companies, under the Board's regulations.



On 7,438 miles of track in forested territory, some form of special fire patrol was prescribed, involving the assignment of 64 men with velocipedes, 57 men with power speeders and the part time services of 720 section men.

On 6,246 additional miles in forested territory, where the hazard did not require special patrol, the fire protection work was handled by section forces and other regular employees, as a part of their regular duties.

During the fire season of 1926, railways subject to the Board's jurisdiction were reported as having caused 926 fires in forested territory, which burned over a total of 45,829 acres, with forest and other property damage estimated at \$94,630. Of these totals, 46 per cent of the number, 83 per cent of the area, and 87 per cent of the estimated money value destroyed were in British Columbia, where a prolonged drought resulted in very heavy forest fire losses throughout much of the province. Railway fire losses in provinces other than British Columbia were comparatively negligible.

Of the 926 fires attributed to railways throughout forested territory in the Dominion, 477 burned over less than one-fourth acre each, 379 burned less than ten acres each, and only 70 burned over an area greater than 10 acres each.

Of the 45,829 acres burned over by these railway fires, only 6,197 acres were merchantable timber; 15,067 acres were young forest growth, 13,566 acres slashing or old burn, and 11,009 acres were other classes of land, non-forested.

In addition to these fires, reports were received as to 282 spot fires on ties in track, not spreading or causing damage other than to ties in track.

During the season, officers of the Fire Inspection Department inspected fire-protective appliances on 3,649 locomotives operating through forested territory. Defects were found in 115 cases, or 3.15 per cent.

In accordance with the fire-guard requirements, 10,305 miles of fire-guards were constructed or maintained in non-forested sections of the Prairie Provinces.

The field inspection work of this Department was carried on, under co-operative arrangements with the several forest protective organizations, Dominion and provincial, throughout Canada, involving the assignment of 124 officers of such organizations to serve as local officers of the Board's Fire Inspection Department.

Under appendix "E" will be found the Chief Fire Inspector's report.

### STAFF

The following changes have taken place in the staff of the Board during the year ending December 31, 1926:—

#### *Secretary's Division*

Miss J. Tracey was appointed to fill a vacancy as Stenographer, Grade 2.

Clarence R. Wright, Office Appliance Operator, resigned July 31 and was replaced by W. O. E. Addy, promoted from Office Boy.

#### *Traffic Division*

O. Barry, Stenographer, Grade 3, resigned November 23.

#### *Operating Division*

E. J. Bonner was appointed as Stenographer, Grade 2, to fill a vacancy created through the transfer of T. F. Hodgins to Winnipeg.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ending December 31, 1926, together with the number of Orders issued:—

Number of applications made .....	3,259
Number of filings received during the year .....	34,683
Number of outgoing letters during the year .....	16,605
Number of orders issued during the year .....	1,412

STATEMENT showing the applications made to the Board under the various Sections of the Railway Act, for the year ending December 31, 1926

Sections of the Ry. Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34.	4	8	5	5	5	1	5	8	4	3	3	4	60
Rules and Reg. Secs. 24-281-287													
290-296.								1			2		3
Extension of time, Sec. 41.	3	2	1		1	1	1	2			1	1	13
Location of Line, Secs. 167-177.		2	1	3	6	2	1	3	1	4	3	1	27
Route Map, Sec. 167.			1	1								1	3
Ry. as Constructed, Sec. 175.		2	10		2	3		2			1		20
Dev. of Line, Sec. 178.					1			1		2	4		8
Mines & Minerals, Secs. 194-198.			1										1
Exprop. of Lands, Secs. 189-192.		4	3	1	2								10
Appeals to Supreme Court and G.-in-C.			3									2	5
Compensation for Damage, Secs. 213-221.	1	1		1	1	1							6
Branch Lines Ry. Secs. 180-187	5	9	13	14	14	27	18	9	12	15	16	10	162
Ry. Crossings and Jet., Secs. 252-254.	2	3	1	3		3	1		2	1	3	3	23
Interlocking Appliances, Sec. 252	1	2	2	3	1			1	2	1	4		17
Highway Crossing, Secs. 255-267	20	15	19	23	20	19	16	28	19	22	22	34	257
Highway Div., Sec. 256.	3	4	1	5	8	8	3	4	4	2	6	6	54
Protection at Crossing, Secs. 257-267.	22	11	14	11	22	19	18	15	24	20	13	13	302
Telg. & Tel. Lines, Sec. 367.					2						1		3
Telg. & Tel. Connections, Sec. 371.				1	1								2
Telg. Wire Xg. Sec. 372.			2										2
Telephone Wire Xg., Sec. 372.		1	1			1	1		1		12		5
Power Wire Crossing, Sec. 372.		1	3	2	1	8	39	11	16	23		4	120
Telephone Agreement, Sec. 375.	2	3	10	5	31	8	15	11	10	7	12	11	125
Canals, Ditches, etc., Secs. 268-271.	1				2	2		1		1	1		8
Water Pipes, Sec. 269.								2			1		4
Culverts, Sec. 269.	1			1	2	2				1			7
Farm Crossings, Secs. 272-273.	2			3		4		2		1	1		13
Cattleguards, Sec. 274.	1		1		48				1			1	52
Fencing of R. of W., Sec. 274.				1	1	1	1			2		1	7
Snow fences, Sec. 203.						2							2
Bridges, Secs. 249-251.	6	5	16	7	13	17	2	2	11	3	2	4	85
Tunnels, Secs. 249-251.	2	1	1	3	3	1		2			1		14
Stations, Sec. 183.	6	4	24	11	5	10	26	18	12	7	9	6	138
Station Accommodation, Station Agents.		8	6	9	10	2	5	3	5	5	5	7	64
Opening of Ry., Secs. 276-277.	1			4			3	4		2	2	3	19
Condition of Ry., Sec. 283.					1			1			2		4
Rolling Stock, Secs. 298-301.	1	1	4		1	1							11
Train Service.	2	9	3	9	8					1	2	4	39
Working of Trains, Sec. 287.	3	4	2	6	5	2	3	2	1	6	2		53
Accom. for Traffic, Sec. 312.	3		5	13	8	9	4	4	4	5	7	1	66
Accident Reports, Secs. 285-286	46	38	43	37	33	46	65	53	59	81	53	74	678
Fires from Loco., Secs. 280-281-287-387.		1	1										2
By-laws re Tolls, Sec. 150.											5	3	8
Equality in Tolls, Secs. 314-321.				1									1
Freight Class'n., Sec. 322.					2								2
Disallowance of Tariffs, Sec. 325	1	2	5	1		1	1	1	2		5	2	25
Standard Pass. Tariffs, Sec. 334	1	13	6			1	1				1		25
Local Pass. Tariffs.	1												1
Adjustment in Rates.	15	6	12	9	7	4	5	7	2	7	5	2	81
Special Freight Tariffs, Sec. 331	1			1				1		3	2	1	9
Special Pass. Tariffs, Sec. 335.											1	1	2
Joint Tariffs, Secs. 336-341.						1							1
Provision for Carriage, Secs. 344-348.	4	5	6	3	2	3	2			5	1	2	38
Express Tolls, Secs. 360-368.	2	1	1	1	1		1				3		10
Carriage by Express, Sec. 364.	2	5	7	4	5	5	5	1		3	1	4	42
Telephone Tolls, Sec. 375.	2	4				2					1		9
Amalgamation Agreements, Secs. 151-153.					1		1				1		3
Traffic Agreement, Sec. 154.			1			1	1		1			2	5
Statistics and Returns, Secs. 379-384.	1		1	1	1	1	1		1	1		1	8
Claims and Refunds.		1	2	1	3	1	1	4	2		2		17
Enquiries.	6	4	6	1	3	4	5	2	3	3	2	6	45
Requests.				1								2	3
Complaints.	37	132	57	60	36	20	18	23	17	23	61	21	605
Miscellaneous.	3	7	6	4	3	2	5	1			5	4	40
Totals.	212	322	322	272	328	243	272	246	226	267	301	243	3,259



## APPENDIX "A"

PRINCIPAL JUDGMENTS OF THE BOARD FOR THE YEAR ENDING  
DECEMBER 31, 1927

COMPLAINT OF STANDARD HARDWOOD LUMBER COMPANY, WESTON, ONT., *in re*  
FREIGHT RATES ON COAL AND COKE

*Judgment of Assistant Chief Commissioner, January 14, 1926, concurred in by  
Mr. Commissioner Boyce*

According to the evidence of applicants, there is a distance of 1.3 miles between Mount Dennis and Weston. There is no station at Mount Dennis—simply a yard. From Black Rock to Mount Dennis, the rates on anthracite and coke are respectively \$1.15 and \$1.40 per net ton as against \$1.45 and \$1.90 respectively to Weston.

It was represented at the hearing and not contested that, from the standpoint of development, settlement at the point in question is practically continuous, there being only a vacant field, with a length of a few hundred yards, separating the two places.

The railway, in correspondence on file in reply to the applicants, states that the tariffs show Mount Dennis as being entitled to Toronto group transportation costs. It further urges that there must be a dividing line in the construction of freight rates; that is, in the case in question, dealing with group rates.

It is stated by applicants that the nearest points beyond Weston at which there are at present or are ever likely to be coal yards are between seven and eight miles away, viz., Malton, on the Canadian National, and Woodbridge, on the Canadian Pacific Railway.

Mount Dennis is located close to the northwest border of the city of Toronto, but outside of the city boundaries. It has already been indicated that the town of Weston is adjacent to Mount Dennis. There are coal yards at both places. Where the coal yards of Mount Dennis and Weston are closest to each other, there is an intervening space of about one mile.

It was set out in evidence by the railway that what is now Mount Dennis was given the Toronto terminal rate about seven years ago, when the Canadian Kodak Company was established as an industry in the area in question. When this company located in the area in question, there was no place called Mount Dennis—it was simply farm land.

At the hearing, the following discussion took place:—

THE ASSISTANT CHIEF COMMISSIONER: But it was upon a 5 per cent basis. The Board found that Toronto rates were held down by water competition. Mount Dennis was outside the territory controlled by water competition and when they extended to Mount Dennis they put in a Toronto rate basis which was lower than the Board had found justifiable, taking into consideration the effects of water competition.

MR. McDONALD: It was really not a municipality then.

THE ASSISTANT CHIEF COMMISSIONER: But it was outside Toronto territory and subsequently because of its industrial importance it was extended and took in the Toronto rate. In exercising your discretion you put in a certain rate basis in Toronto which was found justifiable upon the basis of water competition. Mount Dennis was not involved because it was not in existence. Later, you exercised a discretion and gave to Mount Dennis, where the same situation did not exist, the Toronto rate. Isn't that the case? I only want to understand the facts.

No exception was taken to the position as thus summarized.

It was alleged at the hearing that there was a difference in cost of operation as between Mount Dennis and Weston. It should, however, be borne in mind, in view of the explanation given by the railway as to the conditions under

which Mount Dennis was included in the Toronto rate group, that nothing is adduced to show identity of cost as between Mount Dennis and adjacent points in the Toronto terminals.

The question of difference in cost having been raised, an opportunity was afforded to the railway to make a submission, said submission to be checked by the Board's Operating Department. The matter has now been gone into by the Operating Department.

As bearing upon the cost, the railway submitted the following communication:—

Referring further to your letter of the 2nd instant, I have received the following information from our Freight Traffic Manager:—

The matter of cost has been gone into by our Operating and Engineering Department in Toronto, with the result I am advised that the average haul from Mimico, our west end yard, to the various Toronto terminals, is 9.5 miles, while the haul from Mimico to Weston is 13.58 miles, and on this basis the excess haul to Weston over the average, figured on the average car-mile cost in Toronto terminals, viz., 61 cents, would, including the return of the empty car from Weston, for the difference in distance represent \$4.98 over and above the average cost for handling cars in what are known as Toronto Terminals.

If however, we figure on the actual difference in distance between Mount Dennis and Weston on the basis of 61 cents per mile, this would only give us 95 cents per car, although it is hardly fair to base a service involving 1.56 miles, which of course includes terminal operations, on an average cost covering 9.5 miles.

I venture, however, to express the opinion that additional cost of service is not a basis upon which the rate to Weston can be reasonably or properly fixed. For example, it is well known and I think admitted by every one that the interswitching charge of 1 cent per 100 pounds which we are allowed for placing Canadian Pacific Railway road haul cars in any part of our Toronto terminals does not begin to cover cost and if there is to be any modification of the present rate to Weston, we submit that it should be not less than the rate to West Toronto or Mount Dennis plus at least the interswitching charge above referred to of 20 cents per ton.

As already pointed out, the distance between Mount Dennis and Weston was given as 1.3 miles. While the difference is not very material, the latter which has been cited states that Weston and Mount Dennis are 1.56 miles apart. The distance from Mimico to Weston is shown in the said letter at 13.58 miles. The time-table mileage, however, from Mimico yards to Weston is shown at 13.74 miles. This mileage is taken in the computations which follow.

Deducting 1.56 miles from the figures above given gives a mileage of 12.18 miles from Mimico yards to Mount Dennis. On the figure of 61 cents per car mile given in the railway's submission, there would be a cost per car from Mimico to Weston of \$8.38, and from Mimico to Mount Dennis of \$7.44. On the basis of 40-ton car, this would give a cost per ton of 20.95 cents in the case of Weston and 18.6 cents in the case of Mount Dennis; or a difference of 2.35 cents per ton.

In practice, cars are transferred by switching operations from Mimico to Bathurst street junction, a distance of 6.21 miles. From Bathurst street junction, they are moved to Mount Dennis and Weston by the Stratford way freight train. There are, therefore, two factors to consider: the switching cost per car mile, and the car mile cost in the way freight train service.

The car mile cost in train movements in the Central Region of the Canadian National Railways, exclusive of the rental of equipment or interest on the investment, is 12.967 cents. The distance from Mimico to Bathurst Street Junction—6.21 miles—is common to both. At a rate of 61 cents per car mile, this gives a factor of \$3.78. From Bathurst Street Junction to Mount Dennis is 5.97 miles. At the rate of 12.967 cents per car mile, this gives a factor of 77 cents. For the distance from Bathurst Street Junction to Weston, viz., 7.53 miles, there is a factor of 97 cents.

The cost as thus computed from Mimico to Mount Dennis equals \$3.78 + 77 cents; or \$4.55. From Mimico to Weston \$3.78 + 97 cents; or \$4.75.



It is computed that on the average a movement between Bathurst Street Junction and Weston and Mount Dennis would occupy a car two days; so \$2 per diem charge may be added to the above figures. This will give a cost per car of \$6.55 on the Mount Dennis movement and \$6.75 on the Weston movement. On the basis of a 40-ton car, the difference in cost so computed between Weston and Mount Dennis is one-half cent per ton.

At the hearing, reference was made to the fact that while the mileages vary, there were a number of mileages in the Toronto Terminal group which were in excess of the distance to Weston. The distances from Bathurst Street Junction to various points in Toronto terminals and Weston are as follows:—

Danforth .....	6.4	Mount Dennis.....	6.1
Davenport .....	3.6	Oriole .....	12.3
Davisville .....	9.4	Parkdale .....	1.3
Don (Cherry St.).....	2.7	Swansea .....	3.6
Leaside .....	15.6	Toronto (Union Station) ..	1.0
Alimico .....	5.6	West Toronto.....	3.9
		Weston .....	7.4

With the exception of Weston, the above points all take the Toronto rate on anthracite coal from Black Rock and Suspension Bridge of \$1.15 per net ton. It will be observed that there is a shorter haul involved to Weston than to Davisville, Leaside and Oriole.

In *Galbraith Coal Co. vs. C.P.R., 10 Can Ry. Cas., 325*, there was concerned a situation where as the result of a too rigid adherence to mileage, there was a sudden break in the rate in the case of shipments from producing points to common destination, the distance in mileage as between shipping points being slight. The railway, at p. 332, was directed to correct these anomalies; and it was recognized by the railway, at p. 331, that where there was a slight distance between points it was justifiable to make the same rate from the two shipping points to common destination.

See also *Great West, Byers Mine Coal Cos., and Edmonton Collieries vs. G.T.P. Ry. Co., 23 Can. Ry. Cas., 175*.

On the record, I am of opinion that on the coal and coke movements concerned Weston should be given the same rates as Mount Dennis.

#### APPLICATION OF RAILWAY ASSOCIATION OF CANADA *in re* SLOW ORDER FOR TRAINS PASSING OVER LEVEL HIGHWAY CROSSINGS

*Judgment of Mr. Commissioner Boyce, January 15, 1926, concurred in by the Chief Commissioner, the Assistant Chief Commissioner and Mr. Commissioner Oliver.*

There was involved in the hearing of this case the interpretation of section 309, subsection (c) of the Railway Act, which reads as follows:—

309. No train shall pass at a speed greater than ten miles an hour,—

(c) over any highway crossing at rail level, if at such crossing, subsequent to the first day of January, one thousand nine hundred and five, a person or vehicle using such crossing, or an animal being ridden or driven over the same, has been struck by a moving train, and bodily injury or death thereby caused to such person or to any other person using such crossing, *unless and until* such crossing is protected to the satisfaction of the Board;

In effect, this was a rehearing of an argument with reference to the informal ruling of the Board, dated October 9, 1922, which was concurred in by every member of the Board and to which reference may be made. See Board's Judgments and Orders, Vol. 12, October 15, 1922, p. 153.

The matter arose from an inquiry from Mr. W. C. Chisholm, K.C., then general solicitor of the Grand Trunk Railway System, under date January 5, 1923, as to whether in the view of the Board it was necessary to place a slow order, under General Order No. 77, May 30, 1911, at crossings protected by a watchman, or by gates and watchman, where an accident has happened, resulting in bodily injury, or death, to a person using the crossing.

Mr. Chisholm was advised, under date January 11, 1923, that the situation appeared to be that the railway companies have the option of appointing a watchman, temporarily, and that form of protection is accepted in lieu of a slow order imposed by the statute.

It was then brought to the attention of the Board, November 26, 1924, by the Chief Operating Officer of the Board, that the Canadian National Railways were not observing the ruling of the Board of October 9, 1922, above referred to, as regards the placing of slow orders at crossings protected by watchmen or gates, and, under date November 29, 1924, the Canadian National Railways was written to, calling its attention to the non-observance of this part of the ruling of the Board, and that the ruling referred to "confirms the practice that following an accident these restrictions must be placed in all cases, unless and until the crossing is protected to the satisfaction of the Board."

The matter was, thereafter, taken up by Mr. Fraser, K.C., counsel for the Canadian National Railways and submissions were made to the effect that where a crossing was already protected, by a watchman, and where an accident happens, that because there was a watchman, under General Order No. 77, the existence of that form of protection was sufficient to prevent the Statute from operating and that the crossing was in fact protected to the satisfaction of the Board.

Mr. Fraser was advised, under date December 15, 1924, that in the application of the provisions of General Order No. 77 regard must be had to the provisions of the Board's Ruling of October 9, 1922, as regards its effect upon these crossings where an accident occurs, which are either (a) unprotected or (b) protected by other means than by watchman. That if a crossing were protected by a watchman at the time that an accident happens, under the ruling of the Board of October 9, 1922, the crossing would, therefore, become, in consequence of the accident "under suspicion" and a slow order would have to be imposed just in the same way as if the crossing were unprotected, or protected by other means than that of a watchman.

Under date December 27, 1924, the Canadian National Railways were informed that if they desired to pursue their objection the Board would set the matter down for hearing, as a matter of general policy, in which other railways interested should be heard. The matter was then taken up under date February 10, 1925, by the Railway Association of Canada, and, under date February 14, 1925, reference was made to the former rulings and letters above set forth, and the Railway Association having requested to be heard, the matter was set down for hearing and was discussed fully by counsel representing the Railway Association of Canada, the Canadian National Railways, the Canadian Pacific Railway Company, the New York Central Railway Company, and by representatives of the Michigan Central Railway Company, and the Dominion Legislative Board, Brotherhood of Locomotive Engineers. Since the hearing, a written submission was made by Counsel for the Canadian Pacific Railway Company. Having in view all that was stated in the informal ruling of the Board upon this question, dated October 9, 1922, and to the plain statutory provision of section 309 (c), I have been unable, after listening to all the arguments that have been presented, to change the view that I expressed in the informal ruling referred to.

If the section (309 (c)) means anything at all it is a statutory prohibition, which the Board cannot vary, against any train passing over a highway crossing, at rail level, at a speed greater than 10 miles an hour, if at said crossing subsequent to January 1, 1905, a person or vehicle using such crossing, or an animal ridden or driven over the same has been struck by a moving train and bodily injury or death thereby caused to such person, or any other person using such crossing, "Unless and until such crossing is protected to the satisfaction of the Board." Whatever that Section means it is mandatory and not subject to the discretion of the Board.



As to the meaning, or interpretation of the section, in so far as it is concerned with what is involved in this application it centres around the latter portion of the section, viz. the words "unless and until" such crossing is protected to the satisfaction of the Board.

I find it difficult to harmonize the contentions of counsel for the railways with the emphatic words of the section quoted. They have already been discussed in the informal ruling of the Board. It is contended by counsel for the railways that these words are not to be interpreted in the sense mentioned in the informal ruling of the Board, but that they mean that if there is already at the time of such an accident, as is contemplated by this section, a formal protection at the crossing satisfactory to the Board that that crossing is, within the meaning of the section, "protected to the satisfaction of the Board."

While the matter has been fully dealt with in the informal ruling of the Board referred to, which I think should not be changed, I would emphasize, in further extension of the meaning of the section, the fact that where a crossing has been protected to the satisfaction of the Board, and that protection, say by watchman, or by gates, or by bell and wig-wag, has been in force for many years without an accident occurring that if such an accident happens the crossing as a result of the accident is not "protected to the satisfaction of the Board", but that the efficacy of the protection provided at the crossing, and at the time of its provision being satisfactory to the Board, is called in question by the occurrence of the accident. Perhaps the most cogent example would be the case of protection of a crossing by a watchman. A watchman is installed, and after a considerable time, perhaps an accident occurs at the crossing so protected. Argument is advanced and insisted upon that because the watchman was there at the time of the accident and that it is a form of protection satisfactory to the Board, under General Order No. 77, no slow order should be imposed, because the watchman is a protection satisfactory to the Board. This argument, I think, fails to convince, because of the words "unless and until such crossing is protected to the satisfaction of the Board." If the crossing be protected, as above, or in any other way, and an accident happens, the method of protection is brought into question, as indicated in the informal ruling, and the whole condition of the safety of the crossing is in question as a result of the accident, and the Board's functions are called in question by the accident to determine whether the crossing is properly protected and the safety of the public using the highway is duly conserved. Consequently, if I read the plain language of the section correctly, there is a halting point as to every form of protection caused by the fact that an accident has happened at that crossing, protected or unprotected. If it be protected, that protection, such as it is, is under suspicion, and the Board's investigation of the accident must determine the adequacy, or otherwise, of that form of protection. If it be an unprotected crossing, there is also a halt called by the modification of the speed at which traffic is allowed to move over the crossing, while the Board decides what, if any, protection is required and is adequate for the conditions which are brought before the Board as a result of this investigation into the cause of the accident. The accident, therefore, is the fact, which under section 309 (c) calls in question, in the case of an unprotected crossing, the question whether any protection at all, and if so, what form of protection is required, and in the case of a protected crossing, whether the protection in the form satisfactory to the Board at the time that it was placed there, is, or, is not, shown to be inadequate and insufficient by the facts surrounding the accident which are to be investigated by the Board. Therefore, the words "unless and until such crossing is protected to the satisfaction of the Board" are included in that section. Counsel argued against what I considered to be the plain interpretation of these words. It was argued that these words—unless and until—are simply an emphatic "unless". I cannot so interpret these words

in their combined and relative meaning. If the words "unless" only had been used, there might have been greater force in the argument presented, although even then I do not think that it would have been at all conclusive when taken in connection with the meaning of the section generally. But, the combination of the words "unless and until" I think emphasizes all that has been said before and in the informal ruling of the Board with regard to the interruption which must necessarily take place as a consequence of the accident, as regards the form of protection and the doubt which is cast upon its sufficiency by the circumstances of the accident.

By reference to the dictionary, I find that the word—unless—means "if it be not a fact that." I also find that the word—until—is defined to mean "up to the time that." Applying these words then according to this meaning, which is standardized, the speed restriction must extend (a) "if it be not a fact that" (unless), and (b) "up to the time that" (until) "such crossing is protected to the satisfaction of the Board." I think the word "until," in its applied meaning, clearly indicates that futurity which is mentioned in the informal ruling and which is amplified herein. It argues a point of time at which the satisfaction of the Board with the present protection (in the case of a protected crossing) is to be affirmed by the Board as satisfactory and adequate. The combination of these two words, I think, makes plain that there must be a new decision by the Board in review of the adequacy of any form of protection and of the decision by which it was installed, and that until ("up to such time as") that decision is reached, as a result of the investigation in consequence of the accident, the speed restriction imposed by Statute applies. It is doubtless a hardship and inconvenience and some expense to the railway companies that there should be this interruption and slowing down of traffic. In many cases where accidents occur, at protected crossings, it is found, as a result of the investigation into the causes of the accident and the conditions of the crossing and the adequacy of the protection, that the protection already there is sufficient, and in such cases the speed restriction imposed by Statute is removed by an order of the Board declaring the crossing sufficiently protected to the satisfaction of the Board. But, the answer to this well-grounded complaint is that the provision is statutory and leaves the Board no discretion, in my mind, and, in the judgment of the Board, as expressed in the informal ruling referred to, as regards the imposition of the speed restriction; statutorily imposed. It is a mechanical statutory interruption of the traffic, slowing it down to 10 miles an hour at that point, pending an investigation by the Board, and subject to such decision as the Board shall make on all that is brought to its notice as regards the danger of the crossing and the causes of the accident. The Board's function in such a case must be to conduct its enquiry and form its decision as expeditiously as possible, in order to minimize the inconvenience which must necessarily ensue for a temporary period during this examination.

I think that it must be apparent that any other interpretation of the section would defeat the very object of the statute which is to conserve the safety of the public at grade crossings. Protection ordered by the Board, and which was adequate for the traffic, when ordered, perhaps years ago, might become with increased highway and train traffic, improved roads and growing motor traffic, wholly inadequate, and yet if an accident occurred, it is contended that there should be no speed limitation imposed, that the old protection should be maintained, and conditions remain undisturbed by the accident. I think that the requirements of public safety render the broader interpretation of the section essential if there be ambiguity in its wording which I am unable to find.

I think that the previous ruling of the Board is the correct one, applicable to the section of statute as it stands, and I find myself unable to yield to the ingenious arguments that were presented to us at the hearing, in the effort to secure a variation of that ruling. The effect of the ruling has been communicated to the railways, and I am of opinion that it should be affirmed, and that the railways should observe it in the interests of public safety.



**McLEAN, ASSISTANT CHIEF COMMISSIONER:**

I agree. I think it is clear that under Section 309, especially clause (c) thereof, the speed limitation of ten miles an hour, in the case of accident, continues "unless and until such crossing is protected to the satisfaction of the Board." I am unable to accept the view that the section means that once having found protection satisfactory there is, under this, a blanket assertion of satisfaction covering any or all cases that may arise in the future.

Where there is protection which the Board has found satisfactory, it may, in many cases, work a hardship, from the operating standpoint, to have the speed limitation applied in the case of accident subsequent to the installation of protection which the Board found satisfactory. However, it is clear that the Railway Act intends that where an accident takes place, the Board shall consider the facts, and that until this is done and the Board finds that there is protection to its satisfaction, the speed limitation applies. Each case, under the section, has to be dealt with by itself. The Board may, in the case of an accident, have directed bell and wigwag protection; another accident occurs and it may find that some superior type of protection is necessary.

Since the Act provides that the speed limitation is not to be lifted unless and until the crossing is protected to the satisfaction of the Board, I am unable to see what leeway we have to say that the protection found satisfactory on particular facts will take the railway out from under the speed limitation in respect of a subsequent accident.

I recognize that there are features of hardship; but the way to remove them is by giving the Board a discretionary power under the section which it does not at present possess.

**COMPLAINT OF COWICHAN RATEPAYERS' ASSOCIATION, re BRITISH COLUMBIA TELEPHONE COMPANY**

*Judgment of Mr. Commissioner Boyce, January 22, 1926, concurred in by the Assistant Chief Commissioner, Mr. Commissioner Oliver dissenting*

**COMMISSIONER BOYCE:**

This complaint was initiated by a letter from Mr. C. Wallich, Honourable Secretary to the Cowichan Ratepayers' Association, under date February 6, 1923, in which complaint was made against the proposal of the telephone company to lay down an arbitrary boundary between Cobble Hill and Duncan exchanges, and asking that no order be made by this Board without giving the association a hearing on the question.

Under date February 12, 1923, Mr. Wallich was advised by the late Chief Commissioner that as the complaint was confined to the internal operations of the telephone company, and as the Board's powers were confined to questions of tolls and tariffs, he did not think the Board had jurisdiction over the complaint.

No further action was taken by complainant until August 20, 1925, when a letter was received from Mr. Wallich on behalf of the Ratepayers' Association of Cowichan requesting the Board to grant a hearing at the next sitting in Victoria on the ground that there was a great deal of dissatisfaction throughout the district owing to the arbitrary readjustment of boundaries in the neighbourhood. This complaint referred to the question of tolls but it was limited to the long distance toll of .10 cents per call between the two exchanges of Cobble Hill and Duncan. A copy of this complaint was sent to the telephone company under date September 2 last, with a request for its answer in so far as the reasonableness of the rates charged were involved.

Under date October 9 last the complainants were again advised that the Board had uniformly held in many decisions, that under the Railway Act, its jurisdiction was confined, as to telephone companies subject thereto, to tolls and tariffs, and that it had no power to inquire into or adjudicate upon questions of operation or service—which include changes, from time to time, of the boun-

daries of exchange areas, except in so far as the reasonableness of the tolls and rates are involved in such change, and only then to the extent that such tolls or rates were involved.

The complainant was then informed that a copy of the complaint of August 20 last had been sent to the telephone company, and the telephone company had delivered its reply in its letter of September 17, copy of which was enclosed to the complainants, and the complainants were invited to reply thereupon, such reply to be confined to the specific issue as to the reasonableness of the tolls and rates, and the Board desired to know whether in view of what had been submitted, and of the Board's limited powers in regard to the matter, the complainants still desired a hearing.

Under date October 31 last, the complainants telegraphed asking for a hearing, and the matter was thereupon set down for hearing and heard at Victoria, November 18, 1925.

I have referred at some length to the correspondence preliminary to the hearing in order to show the conditions and limitations which the Board, by reason of its restricted jurisdiction, was compelled to place upon the investigation of the complaint in order that such complaint might be dealt with at the hearing and confined to matters within the jurisdiction of the Board, viz., the reasonableness of the tolls and rates involved.

The complainants therefore, both before and at the hearing, were fully aware that the powers of the Board were limited to the question of the reasonableness of the tolls and tariffs involved.

The facts are very simple and such as are common to many cases of a similar nature. The Duncan exchange was established many years back, long before the Cobble Hill exchange was established. The latter exchange was established, it is said, about ten years later than the Duncan exchange.

Complaints were made to the telephone company with regard to service of both Cobble Hill and Duncan exchanges. Some of these complaints, as is usual, emanating from the Retailers' Association of Cobble Hill who complained that there were people getting service into Duncan who should be served from Cobble Hill, which meant, that the Retailers Association of Cobble Hill were anxious to get as many subscribers in the Cobble Hill area in order to increase the business of retail stores in the Cobble Hill section.

The telephone company made apparently a careful and exhaustive examination of the territory embraced in the two exchanges, with a view to re-establishing boundaries of exchange area according to the requirements of their business, with, I think, a desire, as far as possible, to give the best service possible under somewhat difficult conditions.

These complainants object to be removed from the Duncan exchange area and attached to Cobble Hill. On the contrary the Retailers' Association of Cobble Hill, in a letter to the telephone company, dated July 19, 1923, emphasized their objection, previously made verbally, against rearrangement by attaching subscribers to Duncan instead of Cobble Hill. As a result of the examination by the Telephone company into the conditions, the new line was drawn as indicated by the map between the Cobble Hill and Duncan exchanges, with the result that a certain number of the complainants, formerly in the Duncan exchange were attached to the Cobble Hill exchange.

I think I need not discuss further the question of settlement by the telephone company of the division line between these two exchanges. It is a matter which concerned the internal business of the telephone company, supervision of which was not committed to this Board by the Railway Act. It does seem, however, that in the exercise of its discretion to rearrange its own telephone areas, the telephone company took some pains, under difficult and complicated conditions, to serve the interests of the public generally and of its subscribers



so far as it could. There was doubtless inconvenience and discomfort caused to some subscribers by the division. That is common to every division of every telephone exchange area. If there be grievances in this respect, apart from question of tolls, the answer is that this Board is powerless to give that relief.

The tariff of tolls as established in these exchanges and against which the complainants offer some objection for a twenty-four hour service is as follows:—

Unlimited Exchange Service	Rate Per Month	
	Business	Residence
Individual line within 1 mile radius of Central Office.....	\$3 50	\$2 00
2-Party line within 1 mile radius of Central Office.....	.....	1 50
Party line beyond 1 mile and within 3 mile radius of Central Office.....	2 50	1 50

In addition to the above there is a long distance rate between the two exchanges of 10 cents for five minutes and 5 cents for each additional five minutes. The two-number, or station to station conversation rate is 10 cents for five minutes and 5 cents for each additional five minutes; and for person to person 10 cents for three minutes and 5 cents for each additional minute. These rates it is alleged by the telephone company, and not denied by the complainants, are exactly the same as those charged in twenty-three other exchanges of the British Columbia Telephone Company where conditions are similar, and all of which rates are approved by the Board and contained in Tariff C.R.C. No. 7, and these rates have been in effect practically for some twenty years.

There was no evidence submitted which attacked this tariff from a point of view of being unreasonable for the service involved.

I do not think that the tariff is successfully attacked on that ground. The complaint was directed against and practically confined to the long distance charges involved and which were a natural rate consequence of the readjustment of the exchange areas. It is not unnatural that those who suffer by the revision of the boundaries should complain of the inconvenience, but their complaint here must be confined to tariff complaints.

Mr. Wallich, for the complainants, put this contention before the Board in this way:—

All our subscribers find that their rates are increased and that they do not get the service, although they do get a flat rate a little lower, but when they come to pay their long distance rates their charges are increased, for the simple reason that all their business and social connections are with Duncan, and when you come to add them together the rates are very materially increased.

The above succinct statement from the complainants makes it clear that their complaint as to rates is confined as a result of separation from the Duncan exchange, to such long distance charges as are involved. There are no real complaints that can be substantiated against the tariff as quoted.

The long distance charges in question are such as have been approved by the Board in many other cases, and as the Board has nothing to do with the conditions resulting in the change in the exchange areas, bringing some of the subscribers formerly in the Duncan exchange into the Cobble Hill exchange, there cannot be, in that fact, any conclusion that the long distance charges, approved by the Board, are in any way unreasonable and they are not attacked as such. I would therefore find that the complaint is not substantiated and must fail.

The conditions here are much the same as those involved in the complaint of the Union of British Columbia Municipalities *re* new exchange established at Kerrisdale and increase in long distance tolls resulting therefrom which was before the Board in 1921, and in which decision of the Board is reported in Judgments, Orders, etc., of the Board, Vol. 11, p. 325.

The following cases illustrative of what I have pointed out may also be referred to:—

*Tinkess vs. Bell Telephone Company*, 20 C.R.C. 249—*Town of Dundas, et al, vs. The Bell Telephone Company*.—Judgments, Orders, etc., of the Board, Vol. 11, p. 83.

*Re complaint Corporation of Saanich, B.C., and Cadboro Bay Committee, Cadboro Bay, B.C., re proposed extension of the Gordon Head Telephone Exchange, B.C., British Columbia Telephone Company*.—Judgments, Orders, etc., of the Board, Vol. 15, p. 63.

*Complaint of the Towns of Riverside, Tecumseh, et al, against the division of exchange territory made by the Bell Telephone Company in the district surrounding Windsor and the proposed increase in rates*.—Judgments, Orders, etc., of the Board, Vol. 15, p. 263.

The complaint under the circumstances cannot be sustained, and order will go accordingly.

#### COMMISSIONER OLIVER:

Cowichan is a station on the Esquimalt and Nanaimo Railway, 35½ miles north of Victoria. There are telephone exchanges at Cobble Hill station, four miles south of Cowichan and at Duncan, four miles north. There are 150 subscribers on the Cobble Hill exchange and 580 on the Duncan exchange. Duncan is an important business centre, having all varieties of business which constitute a well established country town. Cobble Hill is a much less important business centre than Duncan. The Duncan exchange was established a number of years before that at Cobble Hill and residents in the vicinity of Cowichan station who desired telephone facilities were connected with the Duncan exchange, paying the usual and regular rates.

Sometime before 1922 an exchange was established at Cobble Hill and the company established a boundary between the Cobble Hill and Duncan exchanges. At Cowichan the exchange boundary projected a wedge of the Cobble Hill exchange into the Cowichan settlement, leaving the station and the settlers to the east, northwest and southwest in the Duncan exchange, but placing those residing near the railway line southerly and southeasterly from the station, in the Cobble Hill exchange. As practically all the telephone subscribers affected transacted their business with Duncan and not with Cobble Hill, the actual effect of their transfer from one exchange to the other was to increase the cost of their telephone service, while its usefulness and efficiency was decreased. Instead of the flat monthly rate paying for all communications with Duncan as formerly, all such communications had to be paid for at ten cents each. The Duncan exchange has a twenty-four hour service, while the Cobble Hill service is only from 7 a.m. until 10 p.m.

The complaints heard were against this increased cost of service, coupled as it was with decreased usefulness.

The British Columbia Telephone Company was represented and admitted the facts to be as above stated. They did not offer any evidence that there had been any default on the part of the subscribers affected or that the increased cost and decreased efficiency complained of was because of any costs or disabilities that had been incurred by the company in regard to those services.

Their statement shortly was that, having decided to include the complainants within the Cobble Hill instead of the Duncan exchange, with which they were formerly connected, they must suffer whatever disadvantage might follow that change of connection without remedy.

In this connection I desire to point out that the boundaries of a telephone exchange area are purely imaginary lines adopted for purposes of definition only; and have no relation to the actual operation of the service. While the telephone company has the undoubted right to adjust the boundaries of its



various exchanges at will, and to arrange for future services within those several areas, I have been unable to find any authority for its assumption, as in the case of the Cowichan complaint, that an arbitrary definition of boundary between two exchanges constitutes warrant for the cancellation of contracts in good standing, held by subscribers who may happen to find themselves on one side or the other of the newly established boundary.

No doubt there are occasions when the change of rates following the establishment of new exchange boundaries should be sanctioned by the Board, even though increases may be involved. Of necessity such occasions can only occur when the boundaries are such as are found to be fair to subscribers, as regards both service and rates. My conclusion from the evidence placed before the Board is that the new boundary between the Cobble Hill and Duncan exchanges was not drawn with due regard to the convenience of the complaining subscribers. I find support for this view in a letter from the General Commercial Superintendent of the British Columbia Telephone Company to the Secretary of the Cowichan Ratepayers' Association, dated October 13, 1922. At one point in his letter, the Commercial Superintendent says,—

We cannot however, find any fairer or more reasonable basis upon which to establish a boundary line than the principle that all subscribers must be connected with their nearest exchange.

At another point he says,—

We know of only one fair and equitable way in which to create this boundary and that is to make it equi-distant between the Duncan and Cobble Hill exchanges.

It would appear from this letter, as it did from the evidence given at Victoria, that there was no reason for the increased rates and deteriorated service imposed upon the complainants, other than the determination of the company to declare a boundary without regard to any of the conditions which had led to the subscribers entering into a contract in the first place.

In my opinion, the company has shown no sufficient cause or warrant for the increased cost and inconvenience suffered by the complainants, whether they have submitted to the increased rates demanded by the company or have given up their telephones because of the cost and disadvantage of the imposed service.

In regard to subscribers now connected with the Cobble Hill, but formerly connected with Duncan, and who desire the Duncans exchange in place of the Cobble Hill; in my opinion the company should be required to reinstate them forthwith in their connection with Duncans, so far as rates and service are concerned.

In regard to persons not now subscribers but who were formerly connected with Duncan, and whose telephones were taken out because they did not desire the Cobble Hill connection: I am of opinion that the company should be required to re-install their telephones at the company's sole cost and to give them connection with Duncans at the former rates and conditions of service.

As to the residents of the Cowichan area within the limits fixed by the company which assign them to the Cobble Hill exchange, who have not yet had telephone service, and who expressed the urgent desire for telephone connection with Duncan but refused it with Cobble Hill; I am of opinion that their case is not within the jurisdiction of the Board.

APPLICATION OF CANADIAN NATIONAL RAILWAYS *in re* ALLOCATION OF COST OF  
MAIN STREET BRIDGE, YORK, ONT

*Judgment of Chief Commissioner, February 11, 1926, concurred in by the  
Assistant Chief Commissioner, Mr. Commissioner Boyce, and Mr. Commissioner Lawrence.*

This is an application for review of the Board's Order No. 29923 in respect of the apportionment of costs of the construction of a highway bridge within the city of Toronto, known as the Main street bridge. Full particulars con-

cerning the allocation, which is now sought to be reviewed, are detailed in the judgment of Mr. Commissioner Boyce which I have had the pleasure of reading, and it is unnecessary that such particulars be repeated here. The application was originally heard in Toronto on July 5, 1922, before a Board consisting of the late Chief Commissioner, the present Assistant Chief Commissioner, Mr. Commissioner Boyce, the late Mr. Commissioner Rutherford, and Mr. Commissioner Lawrence. No decision followed that hearing, and the Board is now deprived of the presence of the late Chief Commissioner and the late Mr. Commissioner Rutherford. Such was the condition of the application on the 20th day of March last when it was spoken to at a meeting of the Board held in the city of Toronto, at which the Assistant Chief Commissioner and myself were sitting.

I am not concerned at present in discussing, and do not commit myself upon the question, whether the cost has been properly imposed upon the parties in interest under the order as it now stands, but am confining my attention to the question whether there is sufficient uncertainty concerning the order as to make it advisable that a rehearing should be had.

I have taken occasion to read carefully the record of the hearing of July 5, 1922, when this motion was first made, and am impressed with the fact that, as the argument developed, the late Chief Commissioner freely expressed himself as having been under a wrong impression regarding the facts involved in this case, and I think the only reasonable inference from his observations is that had he been properly advised in that regard, it is very doubtful if the allocation would have been made as it stands in Order No. 29923, and I further observe that he there expressed himself as follows:—

I look upon this as a very important case. In fact it may become a leading case upon this subject (p. 5277).

It is pointed out with clearness in the instructive judgment of Mr. Commissioner Boyce, that a preceding judgment of the Board delivered in what is known as the King street bridge, Hamilton, case (25 C.R.C. 379) influenced, if it did not wholly direct, the judgment of the Chief Commissioner, as to the allocation here complained against, which judgment was concurred in by the Assistant Chief Commissioner and Mr. Commissioner Boyce. To illustrate this, attention may be drawn to the argument of Mr. Chisholm, who appeared for the Grand Trunk Railway Company at the hearing of this motion in July, 1922, and during his argument said to the Chief Commissioner (p. 5291):—

Perhaps this is a little irrelevant, but I see in your judgment (the King Street Hamilton bridge case) you stated that—

and thereupon the learned counsel proceeded to distinguish between that case and the present one, saying—

This is not the same case as the King Street bridge case or those other cases where there was an excavation. There was no excavation here.

The CHIEF COMMISSIONER: That is a new idea to me. I would like to have that fact settled at once.

Mr. CHISHOLM: I don't think there is any question about that.

Mr. GEARY: You did not excavate our road, you took it away.

The CHIEF COMMISSIONER: It is a fact then that the road was not excavated?

Mr. GEARY: The railroad?

The CHIEF COMMISSIONER: Yes.

and at p. 5293—

The CHIEF COMMISSIONER: I would like to have it settled, because I have been going on the principle all the way through that the railway company cut a hole in the street, which had to be bridged to get through it.

and later on the same page he said—

“I can see that it would make a difference”.

and on p. 5303—



I will go this far with you, and admit that I have learned some facts to-day that I did not know heretofore. I approached this all the way through until to-day on the assumption that the railway had cut a hole through the streets of the city. It evidently seems now that that is not the case. . . .

I just drifted along; I thought it followed the King Street Hamilton case, where there was no question but that there had been a tunnel cut through the street.

Later, and upon Mr. Chisholm expressing regret that he had not cited the necessary facts, the Chief Commissioner at p. 5304 is thus reported—

It is news to me. I always approached this as being on all-fours with the King Street Hamilton case, that there had been an excavation cutting away the street.

And at the conclusion of the argument, the late Chief Commissioner in passing judgment on another aspect of the case, used the language quoted by Mr. Commissioner Boyce and found at pp. 5352-3 of the record, wherein he expressed himself as—

willing to admit that I was wrong in the facts of this case, and when we applied that principle to the other two cases in Hamilton they were pretty hazy. Before we lay down any further principles, I would like to consider the matter more fully.

Unless some principle is at stake, or some injustice requires to be remedied, the extensive powers of review under section 51 of the Railway Act should not be exercised, but where manifestly there is a substantial doubt in the mind of the Board as to the correctness of the decision which is called in question, or where new facts altering the view then held are presented, I think an order for review should go. It seems clear to me that the observations of the late Chief Commissioner indicated a very strong doubt in his mind concerning the correctness of the allocation complained of, and as far as I am concerned, they certainly have raised substantial doubt in my own.

Not having heard argument upon the propriety of the apportionment complained of, I express no view upon that point, but in my opinion the motion for review should be granted, notwithstanding the length of time which has elapsed since the order was made.

#### COMMISSIONER BOYCE:

By the Board's Order No. 29923, dated July 3, 1920, upon the application of the city of Toronto, the Grand Trunk Railway Company (subsequently acquired by the Canadian National Railways) was required to reconstruct the highway bridge over the railway tracks at Main street, Toronto, so as to make the bridge forty-six (46) feet wide, with sidewalks ten (10) feet wide attached to each side of the main bridge, and construct the approaches thereto as specified in the order. The applicant, the city of Toronto, was required to bear and pay the cost of surfacing both bridge and approaches and any necessary curbing, and that plans of the proposed bridge be filed for the approval of the Engineer of the Board; and that should the applicant desire to make the bridge wider than specified, it was given the right to do so; the expense of such additional width to be borne and paid by the applicant, all other work at the cost of the railway.

The plans of the bridge were approved November 16, 1921, by the Chief Engineer of the Board.

The judgment upon which order No. 29923 above mentioned was made is reported 25 C.R.C. p. 344, after a hearing at the city of Toronto, October 30, 1919.

Under date June 26, 1922, the Grand Trunk Railway applied to the Board to review the question of the allocation of cost under the original order, such application being made under sections 51 and 39 of the Railway Act.

The grounds stated in the application were as follows:—

(a) That since the judgment and order were made herein different circumstances have arisen in connection with a proposal to operate electric street railway cars across the bridge.

(b) That in any event the discretion which the Board exercised under section 39 of the Act in imposing the whole cost on the Grand Trunk Railway Company was not, under the circumstances, rightly exercised.

(c) That the original bridge was erected by the Grand Trunk for the purpose of protection of public travel and not on account of any excavation or other change made by that company in the highway level.

(d) That by the agreement between the Grand Trunk and the township of York, the cost to the Grand Trunk of the protection to be afforded at this point was limited to the cost of the maintenance of the bridge thereby provided for.

(e) That the necessity for a larger bridge and consequent larger measure of protection was caused by the increase in the highway travel and, therefore, in accordance with the principles followed by the Board in cases of highway crossing protection, a substantial proportion of the cost of the work should be imposed on the municipality.

The application stated that a copy of it was concurrently sent to the city solicitor of Toronto.

In the meantime the Toronto Transportation Commission was desirous of laying its tracks across the bridge, thus constructed, and claimed the right to do so, which right was contested by the railway company.

The matter was set down for hearing of the dispute as to access to the bridge by the Toronto Transportation Commission, and of the application of the railway company, under sections 51 and 39 of the Railway Act, for review of the previous judgment and reconsideration of allocation of cost, and the parties were heard on July 5, 1922, by the Board, when judgment was reserved, with the stipulation that the Transportation Commission was not to use the bridge only when application was made to the Board by it for authority to cross the bridge with its cars.

The Toronto Transportation Commission made its formal application to the Board under date September 21, 1922, for permission to cross the line of the Grand Trunk Railway Company of Canada on Main street, in the city of Toronto, which street, by Order No. 29923 (previously referred to), was carried over the said line, and upon that application and subject to the reservation of the question as to contribution to be made by the Transportation Commission towards the cost and maintenance of the bridge as argued at the hearing, by Order No. 32956, dated October 10, 1922, the Transportation Commission was permitted, temporarily, and pending decision of the Board upon all matters involved in the application of the railway company that the Board review the question of allocation of the cost of the bridge, and subject thereto, to cross with its street railway the line of the Grand Trunk Railway Company of Canada upon the highway, known as Main street, in the city of Toronto.

The Grand Trunk Railway System became absorbed in the Canadian National Railway System, and the application for review, and for reallocation of costs, as well as the disposition of all matters heard at Ottawa, July 5, 1922, stands for judgment, the Canadian National Railways succeeding the Grand Trunk Railway as applicant for review and reallocation of cost.

While this application was pending, and before it had been fully argued, the late Chief Commissioner, who gave the original judgment, passed away, and in consequence the matter was set down for hearing in Toronto, March 19, 1925, when it was fully discussed in presence of Counsel for the Canadian National Railway, for the Toronto Transportation Commission, and for the city of Toronto.

The late Chief Commissioner in his judgment in the city of Hamilton vs. C.P.R. and Toronto H. & B. Railway Company (King Street Bridge Case, Hamilton) 25 C.R.C., p. 384, refers to cases of Sharpness New Docks, etc. vs.



Attorney General *et al*, A.C. p. 356, and Attorney General, vs. The Great Northern Railway—2 A.C., p. 356, and, commenting on the difference between section 46 of the Railway Clauses Consolidation Act, section 264 of our Railway Act, and the discretionary power vested in this Board under section 39 of the Railway Act says:—

In my judgment, as a general principle, *when a railway company excavates and cuts away a portion of a highway*, they should be compelled to replace that highway by a sub-structure capable of carrying everything which the earth itself as it then existed would carry, etc.

And at the foot of the same page the late Chief Commissioner says:—

In arriving at this decision I am actuated purely by the conditions in Hamilton as I find them from evidence and personal investigation, but the principle which I have herein enumerated, while applying generally, *is indicated only in the present instance to apply to the bridge under discussion. (This is the King Street Bridge, Hamilton.)*

In his judgment in this case, reported 25 C.R.C. p. 344 (at page 345) the late Chief Commissioner said, in following the judgment in the King Street, Hamilton, Case, reported above;—

This case raises many of the questions dealt with in the case of the King Street Crossing at Hamilton, which was decided by the Board a few months ago, although it differs in the very important fact that the bridge under discussion is physically capable of carrying the traffic without danger of a breakdown, whereas, in the case of the King Street bridge at Hamilton, it was admitted by all parties that the bridge, under present conditions, was not physically capable of carrying the loads passing over it.—

and he proceeded, p. 346

However, *for the reasons set forth in the Judgment in the King Street case*, I do not feel that this Board should be bound by the decision of the House of Lords in the case just referred to (Sharpness Case), *and can only reiterate the principle which I enunciated in the King Street Case (See p. 384, par. 2).*

The reference "See page 384, par. 2" is to 25 C.R.C. (King Street Case), and as will be seen, the fact as to severance of the continuity of the highway is therein specially referred to. This paragraph in that judgment (p. 384, par. 2) immediately precedes the paragraph I first quoted in which the general principle based on these facts is affirmed.

It will be seen from the foregoing that in deciding this case the late Chief Commissioner presumed that one of the main facts upon which he based his judgment was identical with the principle which he laid down so clearly and emphatically in the King Street Hamilton Case cited above, viz: The fact that the continuity of the highway in this case, as in the King street case, was broken by the construction of the railway line, and that, the basic facts being the same in both cases, the principle he affirmed in the King Street case, in disregard, for that reason, of the Sharpness case, was also applicable to and governed his decision in this case.

Now this is one of the main complaints of the railway company and it appears to be substantiated, viz: that in the Main Street Bridge Case (that is this case), the railway company did not excavate and cut away a portion of the highway. I do not think there is any doubt about that, and therefore the railway company says that in applying the principle of the King Street Case to this case the late Chief Commissioner was mistaken in his facts.

It will be observed by reference to the quotations from the King Street Case, that the late Chief Commissioner guarded carefully the affirmation of the principle there laid down and linked it closely to the facts as therein set forth, namely, the severance of the railway company of the continuity of the highway necessitating the erection of the bridge.

The effect of this is to tie down the discretion given to the Board by section 39 to the particular state of facts emphasized in the King street case with the

reservation, I think, that the principle upon which it was applied in that case was limited to the facts in that case, and the principle was extended later on in delivering the judgment in this case, only because it was concluded by the late Chief Commissioner that the facts were so similar as to bring the ratio decidendi on a parity with the former decision.

That there was a serious doubt in the mind of the late Chief Commissioner as to his misconception of the facts in this case, when he applied the principle in the King Street Case, is apparent in the statement of the late Chief Commissioner at the hearing in Toronto, July 5, 1922, where he says (Vol. 395 pp. 5352-3) as follows:—

It is not a question of the difference in the cost altogether of building it; there is a principle involved in this case, and I think it is something the Board ought to give a good deal of consideration to.

We thought we were determining the question of principle in the King Street, Hamilton Case, and I do not think any member of the Board wishes to depart from it. I am willing to admit that I was wrong in the facts of this case, and when we applied that principle to the other two cases in Hamilton they were pretty hazy. Before we lay down any further principles I would like to consider the matter more fully.

The quotation at least indicated that the late Chief Commissioner was under a misapprehension as to the facts in this case when he applied the principle in the King Street Case, and that before going further in carrying out the principle, he desired that the matter be considered more fully.

The railway company relies in its application for review upon the fact which is fairly apparent, that under misapprehension which the late Chief Commissioner apparently admitted, the principle of the former decision was erroneously applied, upon misconception of material facts which had they been brought to the attention of the late Chief Commissioner, before writing his judgment, might have affected his view as to the judicial discretion to be exercised in the allocation of the cost of the work.

Section 39 of the Act leaves the Board wide discretion as to allocation of cost of any work ordered by the Board, but the judgment plainly justifies the exercise of that discretion only because of a particular state of facts, and it does seem to me that the exercise of the discretion, in the way it was exercised therein, was because of the assumption that the facts are the same as in the King Street Case.

One marked difference, aside from the mistaken view of the facts as to separation of the continuity of the highway referred to above, lies in the reference of the late Chief Commissioner in his judgment to the fact that the bridge under discussion in this case is physically capable of carrying the traffic without danger of a breakdown, whereas in the case of the King Street bridge at Hamilton it was admitted by all parties that the bridge under present conditions was not physically capable of carrying the load over it. It is also to be borne in mind that since the judgment and order were made, in this case, the operation over the bridge by the Toronto Transportation Commission of its electric car system, and the claim by the railway company that that Commission should contribute to cost of construction and maintenance, are matters which, as new material, call for consideration by the Board and are standing for such consideration.

If I am right on the facts with regard to this bridge, and I think it admits of no controversy, the bridge was purely a highway bridge originally built for the purpose of public highway travel, and not as a result of the excavation or other change made by the railway company in the highway level.

The application is made under section 51 of the Railway Act. My view is that, wide as are the powers of the Board to re-open any matter or review any decision under that section, such power ought not to be exercised unless there is clearly a doubt in the mind of the Board as to the correctness of the former



decision, or there be submitted new facts, not before the Board at the time the decision was made, or that the conditions have changed. This principle is affirmed in *American Coal Co. vs. M.C.R.* 21 C.R.C. 15.

The finality of the Board's decision is, as a rule, to be upheld, except for the reasons mentioned.

The bridge was built under an agreement with the township, referred to in the evidence, which agreement is dated June 25, 1884. That agreement contained the following clause which was referred to in the evidence:—

That the company will keep the roadway except at the bridge in repair for a period of four years from the date hereof; the bridge its embankment approaches and guards they will always maintain and keep in good order repair that is—so long as the new road is used as a public highway.

It was argued that this agreement indicated the extent of the burden of maintenance which the railway company was to assume. It is, however, to be borne in mind, as by reference to the covenant it will appear, that the liability of the railway company as to repairs is limited by the conditions. For instance, that which was then a country road is now a city street and the bridge was built to serve the traffic on the new road, and the covenant was to maintain that “in good order repair”.

I can hardly concur in the contention that these words involved a liability, imposed by contract, to rebuild the bridge or substitute a new bridge suitable to the changed and changing conditions of a city street and the ever-growing traffic incident thereto. As a covenant in an agreement I have grave doubts as to such a construction as to the relative liabilities of the parties being so extended and enlarged.

In the *Myrtle Bridge Case* (*Grand Trunk Railway vs. Canadian Pacific Railway*, 15 C.R.C. 433), which is a case bearing points of similarity, the decision, when analyzed, does not, I think, apply to such a case as this. In the *Myrtle Case* one railway was carried over another railway by a bridge, under a covenant by the junior railway as to maintenance of the bridge. The junior railway was underneath the bridge and the maintenance of the bridge by the junior railway involved its obligation not to endanger the property, fixed or movable, of the senior railway, carried by the bridge. The conditions are not the same here. This bridge is an ordinary highway bridge and was built for highway travel, and the covenant, I think, cannot be extended to include the possible construction of a new bridge as I have above set forth.

The *King Street Case*, Hamilton, was decided apart from contract. The decision in this case is based upon contract. In *Hamilton vs. C.P.R. and T.H. & B. Railway*, 20 C.R.C. p. 165, the *Myrtle Case* is commented upon as being different in fact, and at p. 165 the difference between the railway bridge and the highway bridge is also commented upon. Now the judgment of the late Chief Commissioner points out that “this bridge is physically in sufficient condition to carry any load of traffic which the public wish to take over it.” Therefore, it is kept in “good order repair” in terms of the agreement, beyond which the obligation of the railway company does not go and should not be extended. What is asked by the city and awarded by the Board upon admitted misconception as to similarity in facts to the *King Street Case*, is that the railway company while performing its contract to “maintain and keep in good order repair” should, at a time when that obligation has been performed, and is not in default, build an altogether new and different bridge for which there is no contract.

The language of the late Chief Commissioner, in his judgment, I think makes it clear that, but for his misconception as to the similarity of the facts in this case to the *King Street Case*, he would have decided that the *Sharpness Case*—A.C. 1915, p. 655—governed the situation.

I refer to the following expression in his judgment:—

However, for the reasons set forth in the judgment in the King Street Case, I do not feel this Board should be bound by the decision of the House of Lords in the case just referred to (Sharpness Case), and can only reiterate the principle which I enunciated in the King Street Case as follows:

Then he states the facts, which distinguish, in his opinion, this case from the Sharpness Case.

It seems to me that upon this application the Board has to decide whether it has doubts as to the correctness of its former judgment because of the mistaken assumption that the facts were the same as in the King Street Case. That is, whether the Board will follow strictly the decision in the King Street Case, and will apply the principle there laid down in similar applications only where the facts are in harmony with it, viz., where the railway has severed the highway.

If the fact that the highway is severed by the railway, as in the King Street Case, makes no difference, in the view of the Board, to the full exercise of the Board's judicial discretion under section 39 in allocating costs, and that in this case, eliminating that fact, the decision would be the same, and there would be no reason to order a rehearing as a supplementary or explanatory judgment might suffice. The difficulty is that a comparison of the judgment in the two cases shows that the one is closely linked with and based upon the other, and the principle in the latter case (this case) is based upon that laid down in the former case (King Street Case), because of the mistaken view that the facts are identical which it subsequently appears is not the case. There having been a misconception admitted by the late Chief Commissioner subsequent to his judgment, as to the facts which distinguished the application of the Sharpness Case to the facts here, the Board has to consider whether the decision arrived at is right and ought to be supported in the absence of those facts which the late Chief Commissioner expressly stated in his judgment, and evidently thought were vital to that principle.

An important principle is involved and the situation is by no means free from doubt nor from the prospect of future embarrassment to the Board. At present neither of the cases referred to can be cited, for the reasons mentioned, in support of a general principle, unless in a case where the facts are identical, and I confess to a great deal of hesitation about narrowing the application of section 39 to a particular line of facts.

I think this is a case where it may well be said that there is some doubt as to the correctness of the former decision, and because of that, and because of the changed situation caused by the advent of the street railway traffic of the Toronto Transportation Commission and of the considerations to be given to the agreement between the township and the Grand Trunk Railway Company; and because of the importance of the principles involved, I would review the decision embodied in Order No. 29923 and rehear, so far as it is necessary, the whole application, so that all questions, and the interests of all parties, and all principles involved, may be fully discussed and settled. It will not be necessary to repeat the evidence already given, but new and additional evidence may be put in and argument directed to the features I have set out, as well as to any other features that may be pertinent and relevant to the case.

Order should go accordingly.



APPLICATION OF NIAGARA, ST. CATHARINES AND TORONTO RAILWAY *in re* INCREASE  
IN FARES

*Judgment of Chief Commissioner, February 19, 1926, concurred in by the Assistant Chief Commissioner, Deputy Chief Commissioner and Mr. Commissioner Oliver.*

This application was heard in Ottawa on January 19, 1926.

The applicant company is the owner of an electric railway running from Port Dalhousie to the town of Thorold, a distance of a little over fourteen miles, passing through two intervening townships, as well as through the city of St. Catharines and the town of Merritton.

The right of the applicant company to operate a railway through such city and towns is confirmed by several agreements entered into between the applicant company and the localities interested, which may be summarized as follows:—

(a) An agreement with the Municipal Corporation of the village of Port Dalhousie, dated the 16th day of April, 1900, confirmed by by-law of the said village of Port Dalhousie passed on 5th day of April, 1900, in which authority is given to the applicant company to maintain and operate a portion of its branch line running from the city of St. Catharines to the Village of Port Dalhousie. The franchise granted under said agreement is not subject to any time limit, but rules and regulations to be observed by the applicant company are set out therein, and as far as the same have any bearing upon this application they will be referred to later.

(b) A by-law, No. 271, of the Municipal Corporation of the village of Merritton, concerning the applicant company, passed and adopted on 14th day of July, 1914, reciting, *inter alia*, that the corporation has deemed it advisable to renew the franchise then expired, empowering the applicant company to continue to operate its line through the village of Merritton, under conditions mentioned therein for a period of fifteen years from the date of the coming into effect of said by-law; that is to say, until the 14th day of July, 1929.

(c) A by-law of the Municipal Corporation of the town of Thorold, No. 302, concerning the applicant company, passed in council at Thorold on the 18th day of December, 1911, empowering a renewal of the franchise then expired, for a period of fifteen years from the date of the passing of said by-law; that is to say, until the 18th day of December, 1926.

An agreement securing running rights under certain conditions had been entered into by the applicant company with the city of St. Catharines, but by mutual consent such agreement has been cancelled and a new agreement substituted therefor. The pertinent feature of all such agreements affecting this application is the several schedules of rates and fares therein agreed to, for this application is for an increased schedule of rates at variance with those provided in the agreements above indicated, and which may be summarized as follows:—

In the by-law enacted by the village of Port Dalhousie, the rate of fare from Port Dalhousie to St. Catharines as chargeable by the applicant company was not to exceed five cents.

As regards the village of Merritton, more varied conditions exist providing for a charge not to exceed five cents for a continuous journey from any point in the village of Merritton to any point in the city of St. Catharines, including a transfer to Victoria Lawn cemetery, and to any point in the town of Thorold, and vice versa: six tickets for twenty-five cents being provided for, as well as school children's tickets at the rate of ten for twenty-five cents, good from Merritton to St. Catharines, good between the hours named in the agreement.

As regards the town of Thorold, the agreement provided for the use of school children's tickets, good between Thorold and St. Catharines, at the rate of twenty for one dollar; also five cent workmen's tickets to be used on the main line of the railway: fifteen-cent round trip tickets between Thorold and St. Catharines, on sale on the local car lines; eight tickets for fifty cents, good on local lines only between St. Catharines and Thorold.

The conditions as to the purchase of tickets in the city of St. Catharines have no bearing upon this application, because of the new agreement lately entered into whereby such preceding rates were cancelled.

For some years the operation of this railway under the schedule of rates provided in the agreement alluded to has been attended with a very material loss, and the present application is for an order of the Board to permit a schedule of fares in substitution for those heretofore existing, and under which service may be rendered at actual cost to the applicant company. The evidence spread before the Board shows that the service under the existing rates involves very serious financial loss to the applicant company, which is shown by exhibit 6, as filed, to run between \$34,000 and \$59,000 a year, not including the loss on the Port Dalhousie section of the line. Applicant company says that it is impossible for it to continue the service under such conditions, and as a step preliminary to put this business on a satisfactory basis it has concluded a new agreement with the city of St. Catharines, whereunder the company is allowed increased fares within that city, and, subject to the sanction of the Board, and for the considerations detailed, the city of St. Catharines has assented to such increase in fares, a schedule of which is set out below, and the sanction of the Board to the maximum rates applicable under such agreement was signified by order of this Board No. 37106, dated December 2, 1925.

But by the terms of said agreement, in order to bring into existence the schedule of fares set out therein, and agreed to on the part of the city of St. Catharines, it is necessary that such rates shall be applicable throughout its line including the village of Port Dalhousie, and the towns of Merritton and Thorold, and it will be observed that such action involves setting aside existing agreements as to fares, and obtaining the Board's authority for the company to collect fares following the St. Catharines schedule now sought to be brought into force, in lieu of those set out in the said agreements with the applicant company on the one hand, and the village of Port Dalhousie and the towns of Merritton and Thorold on the other; and this application is launched for the purpose of securing the Board's permission to put into effect, as regards Port Dalhousie, Merritton and Thorold, such schedule of fares as agreed upon between the applicant company and the city of St. Catharines, whereby such schedule of fares will be made applicable throughout the entire distance traversed by the railway which, as observed above, is a little over fourteen miles.

The plan agreed to by the city of St. Catharines and the applicant company is that such distance shall be divided into three zones: Zone No. 1 from the southerly boundary of the village of Port Dalhousie to the northerly boundary of the city of St. Catharines; Zone 2, commencing at the point last named and carrying through the towns of Merritton and Thorold to the terminus of the road; and Zone 3 is created from the southerly boundary of the city of St. Catharines to the northerly boundary of the town of Thorold. The whole result of such zoning is, that to journey the entire fourteen miles a payment of two fares is necessary; one fare carries a passenger all through St. Catharines and Merritton, but from any point in either of the last-mentioned localities two fares are payable to carry a passenger to either terminus of the line.



The fares embodied in the agreement above referred to are as follows:—

FARES SCHEDULE

Item	Adults		Night fare Midnight to 5.30 a.m.	Children 51 inches in height and under		School Children
	Cash	Tickets	Cash	Cash	Tickets	Tickets
A.....	5c.	5 for 25c.	10c.	3c.	9 for 25c.	7 for 25c.
B.....	6c.	9 for 50c.	10c.	3c.	9 for 25c.	7 for 25c.
C.....	7c.	4 for 25c.	15c.	4c.	7 for 25c.	7 for 25c.
D.....	8c.	7 for 50c.	15c.	4c.	7 for 25c.	7 for 25c.
E.....	9c.	6 for 50c.	15c.	5c.	6 for 25c.	6 for 25c.

As remarked above, the rate to be imposed under the above schedule is to be a sum sufficient to operate the service at cost, after certain deductions are made from the gross receipts, and these deductions will be referred to below. But the object of dividing the schedule under the letters A, B, C, D, and E, is in order that under the terms of the agreement the fares may be raised or lowered according as to whether the sum total of the applicant company's receipts is sufficient to provide such service at cost, or otherwise, and the rate presently enforceable is indicated in the above schedule by the letter C; and by section 40 of the agreement, special provision is made for the reduction or increase of fares as outlined in the schedule.

Under section 29 of the agreement, the gross receipts are to be applied, firstly, to operating expenses; then to a repair, maintenance and depreciation reserve, as set out in the terms of such section; then to the authorized return to the applicant company upon moneys to be provided for the extension and improvement of its line, at the rate of six per centum per annum. In effect the provision is, that the applicant company is to have no return at all upon its investment up to the present, but, upon the funds to be provided in order that repairs to the road and its terminals may be effected, a return of six per cent upon such last-mentioned amount to be allowed to the company, and after such amounts are deducted from the gross receipts, if it is apparent that rates can be provided lower than those presently to be put into effect, such course is to be followed. If, on the other hand, an insufficient amount be received, the rates may be increased to that extent, and in accordance with such schedule.

It is not denied that the substitution of the rates indicated in the schedule contained in the agreement between the city of St. Catharines and the applicant company will result in an increase in fares payable throughout, and the justification for the proposed schedule is the very large annual deficit in the operation of the railway, which the applicant company says cannot be continued, or else it will lead to the abandonment of the road, unless the applicant company is minded to carry it on at the serious annual loss now occasioned.

As regards the individual interest of each locality in the proposed change of rates, it is to be noted that the burden of the increased fares falls much more heavily on St. Catharines than upon any of the other towns involved, inasmuch as the approximate population of St. Catharines is 22,000, Port Dalhousie 1,500, Thorold 5,000, and Merritton 2,600. The mileage of railway within Port Dalhousie is 0.89 miles, between the boundaries of Port Dalhousie and St. Catharines 3.06 miles, within St. Catharines 7.2 miles, Merritton 2.18 miles, Thorold 0.78 miles, and the calculations submitted to the Board, on their face, establish the fact that the daily travel to St. Catharines is 2,598, Merritton 1,362, Thorold 727; that of St. Catharines being 55.43 per cent, Merritton 29.06 per cent, and Thorold 15.51 per cent.

The reasonableness of the rate of increase asked for was succinctly commented upon by the Assistant Chief Commissioner during the hearing, at p. 749 of the record, thus:—

I was just making a computation, Mr. Geary, and I want to draw your attention to it. If you will look at exhibit No. 6, which is a statement of revenues and expenses of the Niagara, St. Catharines and Toronto Railway, St. Catharines local lines, St. Catharines to Thorold, you will see that the revenue for 1924 amounted in round figures to \$106,000, with operating expenses of \$156,000 in round numbers; if you add 29 per cent to the revenues, or \$30,000 in round numbers, it would leave, according to the figures for whatever they are worth, a deficit of \$19,000. If you take the figures for the Port Dalhousie line for the year 1924 and add 29 per cent, it would be in round numbers \$15,000 for whatever these figures may be worth, which would still leave red figures of \$6,000.

It is apparent that while all the localities involved have a substantial interest in the result of this application, that of the city of St. Catharines is much larger than any other; and while it is alleged that certain inducements had been held out to the latter city in the way of terminals which may have influenced its decision, yet apart from that, the financial condition of the road under the present circumstances certainly makes some move necessary, and what seems to be the inherent fairness of the amount to be charged, as compared with the services in other places; as well as the reasonableness of the increase as compared with the amount necessary to break even—all these considerations lead to the conclusion that this application is not unreasonable, and that the provisions of the agreement entered into between the city of St. Catharines and the applicant company seem necessary in order to meet the situation from a financial standpoint.

It is to be noted that this application is not for the purpose of raising revenue to recoup previous losses, nor to provide a dividend upon, or a sinking fund, applicable to, previous investments made by the applicant company, but under such agreement, and after providing operating and other expenses, including depreciation and a return of six per cent upon future investments, which considering the present condition of the road will be material—after the funds for this purpose are provided, no advantage at all is to accrue to the company since the agreement provides that service shall be rendered at cost; and if the rates which the applicant company seeks to have made effective produce a revenue larger than is necessary for such purpose, the fares are to be lowered as provided by the schedule, thereby giving the full benefit of such surplus earnings to the public using such railway.

I have taken occasion to read carefully the provisions contained in the agreement, and think they are reasonable and fair. While by Order of the Board No. 37106, the maximum rates provided in the agreement are now authorized as far as the City of St. Catharines is concerned, such agreement contains a section providing for uniformity in rates according to the fares schedule set forth in section 37 for each and all of the several fare zones above alluded to, which means that such fares cannot be collected in the city of St. Catharines unless they are by order of the Board permitted throughout the localities now brought before us in this application.

Decisions of the Board in previous cases make it unnecessary to deal at any length with the contention put forward that, in as much as the existing agreements provide certain rates lower than those now asked for, it is not open to the Board to approve the present application. The case of the city of Montreal vs. Grand Trunk Railway Company (25 C.R.C. 448) is sufficient authority for disposition.

I think this application should be allowed.



APPLICATION OF THE RED DEER VALLEY COAL CO., LTD., *in re* AGREEMENTS BETWEEN THE CANADIAN PACIFIC RAILWAY CO. AND NORTH AMERICAN COLLIERIES LIMITED AND RED DEER VALLEY COAL CO., LTD.

*Judgment of the Assistant Chief Commissioner, March 5th, 1926, concurred in by Mr. Commissioner Boyce, Mr. Commissioner Oliver dissenting*

The applicant sets out that an agreement was entered into between the Canadian Pacific Railway Company, of the First Part, and the North American Collieries, Limited, and the Red Deer Valley Coal Company, Limited, of the Second Part, the said agreement being dated July 24, 1922. It is set out that under the said agreement the Canadian Pacific Railway Company undertook and agreed to rebuild a mine spur belonging to the applicant, and thereafter to maintain and operate it in accordance with the terms of the said agreement.

It is further recited that by a subsequent agreement between the Red Deer Valley Coal Company and the Canadian Pacific Railway Company, dated the 13th day of August, 1923, "all the terms of the original agreement, save and except as to the rock conveyer, were made applicable only to the applicant and the Canadian Pacific Railway Company, the North American Collieries, Limited, having lost all interest in the property by reason of the termination of a lease under which they had operated up to January 20, 1923."

The matter concerned, and in connection with which an interpretation and order based thereon is asked for, is set out in the application as follows:—

By order of the Board No. 32119, dated the 9th of February, 1922, authority was granted to the Canadian Pacific Railway Company to construct, maintain, and operate a branch line of railway parallel to and fourteen feet north of the spur of the applicant, and to connect with the Canadian National Railways in section 9, township 29, range 20, west of the 4th meridian.

After a hearing at Calgary, in the year 1922, a judgment was rendered by the Board, and Order No. 33001, dated the 20th day of October, 1922, was issued approving of a plan showing a proposed connection between the Canadian National and the Canadian Pacific Railways at Drumheller, "in lieu of the plan approved under Order No. 32119."

A reference to the judgment shows that it was the intention of the Board to grant certain rights to the Canadian Pacific Railway, subject to the preservation of the prior rights of the Canadian National. The language used by the Chief Commissioner will be found on page 2 of the judgment. He says:—

"Mr. Walker, for the Canadian Pacific Railway, pointed out that by a new agreement with the North American Collieries, they had provided for the reconstruction of this spur, which was in a very dilapidated condition, and had maintained all rights which the Canadian National Railway possessed therein, stating positively that the Canadian National had prior rights of user of the same whenever necessary to their purposes."

It was the intention of the applicant and the Canadian Pacific Railway Company that when reconstructed, and so long as properly maintained, the applicant's spur should be used by the Canadian Pacific Railway Company in accordance with the above recited agreements, in lieu of the trackage which the Canadian Pacific proposed, as shown on the plan approved by Order No. 32119; but Order No. 33001 merely approved of the connection with the Canadian National Railway and made no provision for the operation of the applicant's spur.

There was a plan attached to the agreement of the 24th of July, 1922, which showed the existing trackage of the applicant, and it was the intent and purpose of the parties that all the trackage shown on the said plan should be reconstructed and thereafter maintained by the Canadian Pacific Railway Company.

Notwithstanding repeated requests from the applicant, the Canadian Pacific Railway Company declines to admit its duty to maintain the whole of the said trackage.

The application then continues by stating that the fact that the Board's orders are not specific in fixing the terms governing the operation of the spur may cause considerable embarrassment and danger to the applicant and to the public, and it is essential that a proper order be issued by the Board defining

in definite terms what the situation is under the agreement and how the spur should be operated by both railway companies. In sum, what is requested by the applicant is as follows:—

That the Board examine the said agreements and the plan attached thereto, and issue an Order that the Canadian Pacific Railway Company rebuild and thereafter maintain and operate the whole of the trackage of the applicant shown on the said plan, in accordance with the terms of the said agreements.

That provision be made by order of the Board for the operation of the said spur by the Canadian Pacific Railway Company and the Canadian National Railway Company, maintaining to the latter company its prior rights as guaranteed by the Calgary sittings and as set forth in the Board's judgment of October 20, 1922.

That the said operation by the railway companies shall include the use of the spur for the movement of all classes of freight traffic.

That the Canadian Pacific Railway Company will be responsible for the installation, maintenance, and operation of any necessary protection or protective appliances, if and when ordered by the Board.

That the Canadian Pacific Railway Company assume all liability for damage arising out of or in connection with the operation and maintenance of the spur. In this connection it will be noted that the Canadian Pacific Railway Company's main line runs through sections 7 and 8, in which the applicant's mine is located, and use part of the original mine spur for such main line.

In its reply the Canadian Pacific Railway Company recites the various steps in connection with the negotiations between the North American Collieries and the railway company on the one hand, and the Red Deer Valley Coal Company and the railway company on the other. The railway company says, "The Red Deer Valley Coal Company now contend that the Canadian Pacific should reconstruct and maintain certain trackage on which the railway company enjoys no rights under the agreements, and which it was never contemplated the railway company should maintain."

The railway company contends it has carried out all the terms of the two agreements, and there is no necessity of an order being made by the Board.

As presented, it appears that, under the agreement, and in lieu of trackage which the Canadian Pacific was authorized by Order No. 32119 to build, an agreement was entered into whereunder rights were obtained in respect of the use of trackage through the property of the applicant.

Section 35 of the Railway Act, under which the applicant moves, is one which has been recognized as conferring an extraordinary jurisdiction, trenching to a certain extent upon the jurisdiction of the courts, and the Board has recognized that, that being so, it must be strictly construed.

Prior to the amending legislation of 1908, contained in section 8, chapter 61, 7-8 Edward VII, the Board had no jurisdiction in regard to the enforcement of an agreement. The legislation aforesaid was repealed and replaced by section 1, chapter 32, 8-9 Edward VII.

In dealing with the jurisdiction of the Board as it existed prior to the enactment of the legislation in question, a decision rendered in 1905 by the late Chief Commissioner Killam is very pertinent. See *Duthie v. Grand Trunk Ry. Co.*, 4 Can. Ry. Cas. 304. At p. 311 it is stated:—

The Board is purely a creature of statute. The general principle applicable to such a body is that its jurisdiction is only such as the statute gives by its express terms, or by necessary implication therefrom. Again, at p. 315, it is set out:—

It (the Board) was not created to supplant or even to supplement the provincial courts in the exercise of their ordinary jurisdiction, but to exercise an entirely different jurisdiction, though perhaps occasionally overlapping that of the provincial courts.

The position so laid down sets out the broad general principle to be followed. Any departure therefrom, under section 35, must be confined to what is therein set out; and this, it would appear, should interfere with the jurisdiction of the provincial courts only in so far as it is strictly necessary. If adequate remedy exists within the jurisdiction of the provincial courts, action under section 35 is precluded.



Aside from the provisions of the section, the Board has recognized, in matters arising under other sections of the Act, that a public interest is necessary to justify its intervention. In *City Transfer Co. v. Canadian Northern Railway Company*, 19 Can. Ry. Cas. 427, complaint was made by the Transfer Company against the Railway Company for breaches of a contract to which the complainant and the railway company were parties. At p. 429 it is stated: "There is, however, no public interest involved which would justify the Board interfering one way or another on the mere question of contractual rights, involving as they do no public interest;" And the matter was therefore considered as one not within the Board's jurisdiction, but falling within the jurisdiction of the regular courts.

The judgment does not refer to section 35.

In dealing with the subject matter of section 35, and its predecessor, already referred to, the Board has emphasized that the jurisdiction as to agreements is purely statutory. It has said:—

It will be noted that agreements, although made by railway companies, are not placed generally under the Board's jurisdiction, but only agreements relating to the company's obligations having regard to its railways and its operation and use, etc. The ordinary contractual obligations of railways are left with the appropriate courts.

*City of Victoria and Attorney General for British Columbia v. Esquimalt & Nanaimo Railway Co.*, 24 Can. Ry. Cas. 84, at pp. 90 and 91.

In *Montreal v. Grand Trunk Ry. Co.*, 25 Can. Ry. Cas. 448, at p. 454, it was pointed out that the functions of the Board were confined within the limits of the Railway Act and for the administration thereof in adjusting and settling rights and liabilities as between the railways under its jurisdiction and the public, for the more effective carrying out of the transportation system of Canada, and, therefore, its powers and its jurisdiction with regard to the enforcement of agreements are distinctly limited by statute.

The same principle was followed in *Town of Leamington v. Windsor, Essex and Lake Shore Rapid Ry. Co.*, 28 Can. Ry. Cas. 345.

What is asked for is specific performance. The decisions in the *Montreal* case and in the *Leamington* case point out that section 35 does not bind the Board to such action, but instead emphasizes its function to "make such order as to the Board may seem reasonable and expedient."

While, a breach is complained of, it is not clear from the submissions made that there is a specific breach existing. As presented it is at most an inferential breach. The Board's jurisdiction under the section cannot be successfully invoked where the breach alleged falls only inferentially within the scope of the agreement. The breach must be of something specifically set out in the agreement. *City of Hamilton v. Grand Trunk Ry. Co.*, 21 Can. Ry. Cas. 211.

To have carried on the work under Order No. 32119, the railway company would have had to acquire right of way. In this connection disputes might have arisen as to cost; there might have been disputes as to other incidents of acquisition; there might have been questions as to the area involved. Into the matters so arising, whether out of compulsory taking or out of contract, and the determination of the questions arising therefrom, the Board would not have been empowered to enter; and the remedies afforded by the courts would have been unimpaired.

Where for the landowner who would have been affected under the order there is substituted the applicant company, is the situation varied? This substitution, instead of dealing with the matter under the provisions of the Railway Act in regard to compulsory taking, deals with the matter under contract. As the matter presents itself to me, what is involved is a question of construction of a contract. Having in mind the wording of the section and the decisions thereunder, it appears to me that the applicant should be left to its remedy, if any, in the courts.

## COMMISSIONER OLIVER:

The applicant coal company complains that it is obliged to pay the Canadian National Railways certain charges for rental and upkeep of certain railway sidings and spur tracks used in the operation of its coal mine, which the objecting railway company had agreed, but now refuses, to pay. The coal company asks:—

That the Board issue an order that the Canadian Pacific Railway Company rebuild and thereafter maintain and operate the whole of the trackage of the applicants shown on the said plan, in accordance with the terms of the said agreement.

The application of the coal company is made under section 35 of the Railway Act, which provides as follows:—

Where it is complained by or on behalf of the Crown or any municipal or other corporation or any other person aggrieved, that the company has violated or committed a breach of an agreement between the complainant and the company—or by the company that any such corporation or person has violated or committed a breach of an agreement between the company and such corporation or person—for the provision, construction, reconstruction, alteration, installation, operation, use or maintenance by the company, or by such corporation or person of the railway or of any line of railway intended to be operated in connection with or as part of the railway, or of any structure, appliance, equipment, works, renewals or repairs upon or in connection with the railway, the Board shall hear all matters relating to such alleged violation or breach, and shall make such order as to the Board may seem reasonable and expedient, and in such order may, in its discretion, direct the company or such corporation or person, to do such things as are necessary for the proper fulfilment of such agreement, or to refrain from doing such acts as constitute a violation or breach thereof.

The mine of the Red Deer Valley Coal Company is situated in the valley and south of the Red Deer river, somewhat less than two miles west of the bridge by which the Calgary-Saskatoon line of the Canadian National Railways crosses the river above Drumheller.

On the Board's file is copy of an agreement dated July 22, 1919, for an industrial siding connecting the mine in question with the then Canadian Northern line just south of the Canadian National Railway bridge above mentioned. The agreement of the Canadian Northern Railway is with the North American Collieries, Limited, which was then operating the mine of the Red Deer Valley Company under lease.

On July 24, 1922, the Canadian Pacific Railway Company and the North American Collieries signed a ten-year agreement which set out the following, as a part of its purpose;—

And whereas the parties have agreed that the railway company shall during the term of this Agreement have the right to reconstruct, maintain and operate the mine spur of the coal companies upon the terms and conditions hereinafter mentioned;

In its second and tenth sections the agreement provides as follows;—

(2) The railway company covenants and agrees to rebuild the said mine spur so as to bring the same into conformity with the standard of construction of its line of railway connected therewith, and to maintain the said mine spur according to the said standard during the term of this agreement.

(10) The covenants on the part of the railway company herein contained and accepted by the coal companies, are in lieu of any compensation to which they might otherwise be entitled under the provisions of the Railway Act.

The circumstances under which the Canadian Pacific Railway Company became the lessees of a spur track belonging to the Canadian National Railways, are as follows:—

The Canadian Pacific Railway desired to share in the coal business which had been developed in the Red Deer river valley, both east and west of Drumheller. In order to reach the mining area a railway line beginning at Langdon on the Canadian Pacific main line, 16 miles east of Calgary, had been constructed by way of Acme from the plateau level down the valley of Knee Hill creek to the flats along the Red Deer River on its south side. Thence it was intended to follow along the flats easterly to a connection with the Canadian National line at its crossing of the Red Deer river.



In reaching the Canadian National line at the Red Deer River bridge, the Canadian Pacific had to pass the mine then being operated by the North American Collieries and parallel throughout its whole length the spur which was being operated under the agreement with the Canadian Northern, already mentioned, in connection with that mine, to its junction with the Canadian National, formerly the Canadian Northern, at the Red Deer River bridge.

Instead of building their line to parallel the spur the Canadian Pacific Railway came to an arrangement with the North American Collieries, by which they were to use the spur instead of building another line parallel to it. The agreement in pursuance of that arrangement, dated July 24, 1922, contains the paragraph of the preamble, and sections two and ten of the original agreement which have been already quoted.

It is signed for the railway company by E. W. Beatty, President, and H. C. Oswald, secretary, and for the coal company by H. A. Lovett, president, and D. MacNeill, secretary.

This agreement recognized the priority of right of the Canadian National Railways and of the coal company over the Canadian Pacific Railway in the use of the piece of track that was to replace the then existing spur.

The position would appear to be that the Canadian National Railways was the owner of the spur, the coal company the lessee and the Canadian Pacific Railway a sub-lessee from the coal company. The Canadian National looked to the coal company for rental and upkeep and the coal company, under the agreement of July 24, 1922, looked to the Canadian Pacific Railway for rental and upkeep.

The lease of the mine was given up by the North American Collieries within a year after the agreement of July 24, 1922, and the Red Deer Valley Coal Company resumed possession and operation. This company had not signed the agreement of July 24, 1922, but on August 13, 1923, the Red Deer Valley Coal Company signed an agreement amending and confirming as so amended, the agreement of July 24, 1922, between the North American Collieries Limited and the Canadian Pacific Railway. The Signers for the respective Companies were: for the Red Deer Valley Coal Company, Edith Howland, president, and Violet B. Christie, secretary; for the Canadian Pacific Railway Company, D. C. Coleman, vice-president, H. C. Oswald, assistant secretary. The amendments to the original Agreement were only such as were necessary to make it applicable to the Red Deer Valley Coal Company instead of to the North American Collieries, Limited.

The total length of the spur which was the subject of the agreement was about 10,300 feet, or slightly under two miles.

When the Canadian Pacific Railway Company, in pursuance of the agreement of 1922, as amended in 1923, actually made their Langdon-Drumheller connection, they did not enter upon the coal mine spur at its extreme westerly end. They paralleled the westerly 1,600 feet of the spur, passing between the spur and the river and entered upon the coal mine spur a short distance east of the mine, some 8,700 feet from its junction with the Canadian National Railways near Drumheller.

This easterly portion of the spur has been reconditioned as agreed and is being operated also in accordance with the agreement. Both railways serve the mine, but the greater part of the output is handled by the Canadian Pacific Railway.

The dispute between the Red Deer Valley Coal Company and the Canadian Pacific Railway is that the railway refuses to recondition the 1,600 feet of the spur west of the point at which the Canadian Pacific Railway line from Acme joins it. As lessee of the whole spur the coal company must pay the Canadian National Railways the cost of upkeep, as well as rental for the whole spur. When the Canadian Pacific Railway refuses to provide for the proper main-

tenance of the westerly 1,600 feet of the spur, the Canadian National Railways look to their tenants the coal company to do so. The coal company, resting on the terms of their agreement with the Canadian Pacific Railway, appeal to the Board, under section 35 of the Railway Act as above quoted, for the enforcement of the agreement according to its terms, as the Board shall understand them.

The railway company through its solicitor at Calgary, contended that the agreement was only intended to apply to that part of the spur that they required to use in their through business between Drumheller and Acme, that is the mile and a half east of the junction point, and, as they did not need the part of the spur west of the junction point, they could not properly be required to pay for it.

I have been unable to find support for this contention of the railway, either in the evidence given at the hearing, or in the documents on file. On the contrary, it appears to me that if the intention of the agreement was as now contended by the railway company, it would have been so expressed, if not in the original agreement made with the North American Collieries in 1922, then in the amending and confirming agreement with the Red Deer Valley Coal Company, made in 1923. I have been unable to find any reference or indication that the agreement applied to anything less than the whole of the spur.

If the Red Deer Valley Coal Company had had notice in 1923 of the present contention of the railway, they would have been in a position to protect themselves in the supplementary and confirming agreement which they then signed. They had not been parties to and had not signed the agreement of 1922 made between the railway company and the North American Collieries, although the name of the coal company appears on the title, as one of the parties concerned, they being the owners of the mine.

The solicitor for the Canadian Pacific Railway Company further argued that as they did not use the westerly end of the spur track in their through traffic, it was not to be inferred that they had any obligations regarding it. But on being pressed, he admitted that the railway company did, and indeed must, use it in handling their coal business from the mine, the coal company having no locomotive to handle the mine output.

On the foregoing review of the facts, as I understand them, I am compelled to find that the complaint of the applicants is well founded and that they are entitled to an order of the Board, under the terms of section 35 of the Railway Act, requiring the Canadian Pacific Railway Company to fulfil the terms of the Agreement of July 24, 1922, as amended and confirmed by the agreement of August 13, 1923.

*In re* HEREFORD RAILWAY COMPANY OPERATION OF TRAINS

*Judgment of the Deputy Chief Commissioner, March 31, 1926, concurred in by the Chief Commissioner and Mr. Commissioner Oliver*

This is a petition on behalf of the Honourable the Minister of Railways and Canals of Canada for an order directing the Hereford Railway Company to safely and efficiently operate its railway, and to put up the necessary equipment and to run regular trains.

This matter came up before the Board at a hearing held at Ottawa on the 31st of March, 1926, before the Chief Commissioner, Mr. Commissioner Oliver and myself. There appeared before us, on behalf of the petitioner, Mr. Wilfrid Lazure, and on behalf of the respondent and of the trustees for the bondholders of the Hereford Railway Company, Mr. Frederick S. Rugg, K.C.

By 50-51 Victoria (1887) chapter 93, a railway was incorporated under the name of the Hereford Branch Railway Company, and was authorized to construct a double or single line of railway from a point of connection with the



Atlantic and Northwest Railway within the limits of the township of Eaton to the international boundary line in the township of Hereford, or any point within five miles of Hall's stream.

By 51 Victoria (1888) chapter 51, the name was changed to the Hereford Railway Company, and by section 5 of the said Act, the company was authorized to extend its line from the Atlantic and Northwest Railway to a point of connection with the Quebec Central Railway, either in the township of Westbury, county of Compton, or in the township of Dudswell, county of Wolfe.

Under section 9 of the said Act, the company was authorized to acquire certain other railways, including the Quebec Central Railway and the railway of the Dominion Lime Company.

By a deed of sale entered into on the 9th of November, 1889, which was duly ratified by Order in Council, P.C. 482, on the 12th of June, 1890, the Hereford Railway Company purchased from the Dominion Lime Company, their line extending from Dudswell Junction to Limeridge.

The following subsidies were authorized by Act of Parliament to be paid for the construction of these railways:—

1. Under the authority of 49 Victoria, chapter 10.....	\$108,800
2. Under 50-51 Vict., c. 24 (to the Dominion Lime Co.).....	22,400
3. Under 52 Vict., c. 3.....	48,000
	<hr/>
	\$179,200

Subsidy agreements were entered into between Her Majesty in respect of the Dominion of Canada, and the respondent for a total sum of \$170,560, paid up by the Dominion Government to the respondent as admitted by them in their exhibits No. 5-6 filed in this case.

The said subsidy agreements, among other things, provided:—

Sec. 6: that the company would . . . truly and faithfully keep the same and the rolling stock required therefor in good sufficient working and running order, and should continuously and faithfully operate the same.

Under the authority of 53 Victoria (1890), chapter 73, when the line was built, it was leased to the Maine Central Railroad, and such lease was ratified by Order in Council, P.C. 2190, of the 23rd of September, 1890.

The railway was then operated by the Maine Central Railroad Company, who supplied the rolling stock and all the necessary equipment, and maintained the road in working order.

As appears by exhibit No. 4, the operation was not profitable, and resulted in net losses amounting up to the 31st of December, 1923, to \$1,639,359.63.

By an agreement entered into between the Hereford Railway Company and the Maine Central in September, 1925, a copy of which is filed as exhibit No. 2, the lease between these two companies for the operation was cancelled to take effect on the 1st of November, 1925.

On the 1st of November, 1925, the Maine Central Railroad took away all their rolling stock and other equipment, and ceased to operate the Hereford Railway, which has been inoperated ever since.

It is of evidence that several industries are established along the line of the respondent company, and they suffer heavy damages from the fact that the railway is not being operated. It also appears by the subsidy agreements that one of the conditions of the payment of the subsidies was, the undertaking by the respondent company to continuously and faithfully operate the said railway, and to keep it fully equipped and in good sufficient working and running order.

It is also of evidence that the road-bed is unsafe and in a bad state of repair.

The petitioner, the Honourable the Minister of Railways and Canals of Canada, now appears before this Board and requests that, under section 160 (p. 1) of the Railway Act, an order should issue directing that the repairs and improvements should be made to the said railway, and that sufficient equipment

be put on the railway, and that the railway be operated continuously and faithfully, and that the time limit within which this order should be complied with should be as short as possible, on account of the large interests that are injuriously affected through the absence of railway connections.

It was further represented at the hearing that very serious damages will be inflicted to the road-bed by the spring floods, unless the drainage of the road is taken care of in due time.

The respondent company and the representatives of the trustees stated that the time limit was immaterial to them, because they would be unable to comply with the order on account of their financial situation.

The petitioner also urged that they should be put in position to take advantage of the provisions of section 160 (p. 2) of the Railway Act, by which, on failure of the company to comply with the order of the Board, His Excellency the Governor in Council may take the necessary steps to create a lien against the railway, and to enforce it.

There is no serious legal difficulty concerning the application, and no opposition is offered on its merits. The only reservation made by the trustees for the bondholders and the respondent company, is as regards the priority of the lien over the mortgage securing the bondholders. The Board is not called upon to deal with this aspect of the question. It will be a matter for the courts to decide the question of priority as between the petitioner, the respondent and the trustees for the bondholders.

I am therefore of opinion that the application should be granted, and that an order should issue directing the respondent company, within eight days from this date, to put back the said railway in good sufficient working and running order, to re-equip it with the necessary rolling stock, and to continuously and faithfully operate it.

APPLICATION OF ELLEN BOLAND in re EXPROPRIATION OF LAND BY CANADIAN  
NATIONAL RAILWAYS

*Judgment of the Chief Commissioner, March 1, 1926, concurred in by the Assistant Chief Commissioner. Dissenting Judgment of Mr. Commissioner Boyce, March 11, 1926, concurred in by the Deputy Chief Commissioner and Commissioners Lawrence and Oliver.*

This application was heard in Ottawa on February 9, 1926.

By order of the Board No. 36272, dated the 9th day of April, 1925, an application made on behalf of the complainant in this case at a sitting of the Board held in Toronto on the 19th day of March, 1925, was dismissed. The motion then made was to invalidate the approval of plan C-829 for a proposed northwest retaining wall for subway on Bloor Street. The approval then sought to be revoked is endorsed on the said plan, and reads as follows:—

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Approved as provided in Order 35153, dated June 5, 1924

T. L. SIMMONS,  
Board of Railway Commissioners.

OTTAWA, February 5, 1925.

In order that there may be no misapprehension as to the present motion, the following is taken from the record, p. 1107:—

The CHIEF COMMISSIONER: I would like to know just what this application is, not that I want to cut you short in your statement. What is this for?

Mr. BOLAND: This is an application for a rehearing of the application which was made on the 19th of March, 1925, to set aside the approval by the Chief Engineer, or for an order restoring me to a position in which I can appeal, if the Board is of opinion that that order is right, or for a declaratory order that the Board did not authorize the taking of any of the land of Ellen Boland for the building of a subway, or the approval of the plan to which the Chief Engineer has affixed his signature.



The special reason which brings the applicant again before the Board is because it is contended on her behalf that all the proceedings taken by the Canadian National Railways in expropriation of her land have been misconceived, and there is no legal justification for the action which the railway company is taking in that respect.

The claim of applicant is, that a part of her land is sought to be taken for the purpose of minimizing damages which the action of the company in carrying out the Board's order has caused to adjoining proprietors, namely, to The Loblaw Groceries Company Limited and the Canadian Fairbanks Morse Company, because their common access to Bloor street has been destroyed; and to remedy this, applicant's property is sought to be taken by the railway company in order that substituted access may be furnished them. Applicant says that while the railway company is entitled to take land for its own use, it cannot deprive plaintiff of her land in order to ease off or minimize the damages payable to a neighbour by reason of an expropriation of the latter's land.

This is a proposition with which the Board, in my opinion, is not called upon to deal. By order of the Board, the railway company was directed to construct a subway. Approval of the plans of such subway by the Board's Engineer was directed by the order. The Board has nothing to say as to the procedure properly to be adopted by the railway company in order to carry out the undertaking so ordered, and if in any way the company has misconceived its legal rights, or has taken steps which it was not authorized to take, the remedy is not by application to this Board, but must be sought in the Courts having jurisdiction in that regard. But applicant says she already has had recourse to the courts, and that she is there confronted by plan C-829 approved by the Chief Engineer of the Board, and that the approval of such plan is a bar to her recovery. Plan C-829 is a detail plan dated January 30, 1925, showing proposed entrance to Loblaw's warehouse and property of Canadian Fairbanks Morse Company. The provisions of the Board's Order No. 35153 made it necessary that the plan of the railway company's works be approved by the Board's Engineer, and having once given such approval, I do not think it should be revoked. Although requested to do so, the applicant pointed out no section of the Railway Act under which this procedure could be followed or justified. If, as seemed to be the conclusion drawn by the applicant, the approval of the plan was necessary for the legal carrying on of the work by the railway company, and in good faith the plan was approved for that purpose, in order that the work might proceed, it seems to me the withdrawal of such approval would leave the railway company in a position in which it would be most unfair to place it.

The substance of this motion has already been dealt with by the order first above named, and I think the reasons which then induced the Board to refuse that application should still prevail.

But the applicant goes on to say that if the Board is of opinion that the Order complained of is right, then a declaratory order is asked, that the Board did not authorize the taking of any land of the applicant for the building of the subway, nor authorize the approval of the plan to which the Chief Engineer has affixed his signature.

With reference to the approval of plans under which works of this nature are constructed, the Board is guided by the advice of its Chief Engineer in these technical matters, and if it is here suggested that in some way, unknown to the Board, the plan in question was approved by the Chief Engineer, I am willing to say that before expressing approval by his signature, the Chief Engineer brought the plan in question to me; we went over it together, he gave me all the explanation required, and obtained whatever authority I could give him, for the approval of this plan. The Board itself does not approve these detail plans, apart from the approval indicated by its Chief Engineer.

As to the motion for a declaratory order, it seems to me that the order in question speaks for itself, and that upon a matter concerning which the Board has spoken unambiguously, it is unnecessary and undesirable that further order should be made. The difficulty under which the applicant represents herself as labouring, is, that other courts have misconceived the Board's order. I do not think it is open to us to comment upon, or criticise the view taken as to the scope and meaning of this order by Courts in which it has been cited or called in question. And unless there is some ambiguity in the order, or some palpable omission, or defect, which should be supplied or remedied, what is there to declare. No such conditions prevail here. The burden of applicant's complaint is that the Order has been misconstrued in other courts, and that it has therein been taken for granted that the order in some way ties up the procedure of the railway company to the Railway Act, 1919. The order reads thus—

1. That the Canadian Pacific and the Canadian National Railway Companies be, and they are hereby, directed to construct, jointly, two subways, one under the double tracks of the Galt Subdivision and the Toronto, Grey and Bruce Subdivision of the Canadian Pacific Railway Company and the Brampton Subdivision of the Canadian National Railway Company on Bloor street, and one under the said tracks on Royce avenue, in the city of Toronto, province of Ontario.

2. That the Canadian National Railway Company be, and it is hereby, directed to construct a subway under the tracks of its Newmarket Subdivision on Bloor street, in the said city of Toronto.

3. That plans showing the two subways on Bloor street be filed by the railway companies, for the approval of the Chief Engineer of the Board, within thirty days from the date of this order; and that plans showing the Royce Avenue subway be filed, for the approval of the Chief Engineer of the Board, not later than January 1, 1925; detail plans of the said work also to be filed for the approval of the Chief Engineer of the Board.

4. That the work on the two subways on Bloor street be commenced not later than August 1, 1924, and completed not later than July 1, 1925.

5. That the work on the subway at Royce avenue be commenced as early in the spring of 1925 as convenient, and completed not later than January 1, 1926.

6. That all questions of distribution of costs, interest, or other matter involved in the construction of the said work, be reserved for further order of the Board.

It is very clear that the above order contains no directions whatever as to the procedure which the railway company should adopt. It is left perfectly free to take any course legally open to it to fulfill the order of the Board. Whether it has taken the proper course is for other courts to determine, and I am reluctant to express any opinion which would seem to indicate that any other court has misdirected itself as to the scope or intention of the order.

Comment upon a construction put upon the above order by another court involves questioning the correctness of such interpretation, which I do not think this Board should assume to do.

I would refuse this motion.

#### COMMISSIONER BOYCE:

The application, as set forth in the notice of motion February 2, and in the petition of the applicant, dated November 12, 1925, asks, *inter alia*, "for an order declaring that the Board of Railway Commissioners for Canada did not authorize or make any order authorizing the expropriation of any portion of the land of Ellen Boland, and in particular the land in question in this action, etc., etc." The petition referred to sets out in detail the various steps in litigation and the complications that have arisen which this application, so far as this Board is concerned, aims to remedy.

Under the provisions of an order of this Board, No. 35153, dated June 5, 1924, the Canadian National Railway Company, upon the application of the corporation of the city of Toronto, was directed to construct a subway under the tracks of its New Market Subdivision, on Bloor street, Toronto. That



plans shewing that subway were to be filed with this Board for the approval of its Chief Engineer, within thirty days from the date of order; detail plans "of the said work," were also to be filed for the approval of the Chief Engineer of the Board. This order was made, as it states, under the powers conferred upon the Board under sections 257 and 259 of the Railway Act.

The railway company filed a plan—No. C-555—dated June 28, 1924, which was approved by its Chief Engineer on July 10, 1924. This plan shewed the location and width of the street and railway lines, with the sidewalks and curves on the street and the boundaries of the parcels of land adjoining.

Under date, October 15, 1924, the railway company submitted for the approval of the Chief Engineer of the Board, under the order, plans of a subway as follows: C-724, profile through subway; C-706 shewing details of main abutments; C-775 shewing southeast retaining wall. These plans were approved by the Chief Engineer on October 17, 1924, and on that date counsel for the railway company was advised that these plans had been so approved. These plans, so approved, constitute the working plans of the subway in accordance with the order of the Board. Except as to the plans of detail, which might subsequently be filed, and which could only work out the details of the general scheme of the subway, as shewn on the plans so approved on October 17, 1924, these plans constituted the general outline of the work proposed by the railway company and authorized by the Board's order.

In the view that I take, and except as to the working out, in detail, plans of the subway scheme, as shewn on the general plans above mentioned, the Board had exhausted its jurisdiction under the order. The acquirement of any land, or easement, found to be necessary to the construction of the work was no part of the original order, nor could it be dealt with under section 257, but would be the subject of an entirely independent application under different sections of the Railway Act as I shall presently shew.

The plans—C-724, C-775, C-706—were submitted by the railway company to the Board, October 15, 1924. On October 16, 1924, the railway company proceeded under their expropriation powers, under the Special Act and (or) the Expropriation Act, and entirely outside of the Railway Act, to expropriate two parcels of land of Ellen Boland, the applicant and petitioner by filing in the registry office of the city of Toronto, on that date, a plan and description of the lands proposed to be taken. As a result of this proceeding, much litigation ensued in the civil courts regarding the regularity of those proceedings and the powers of the railway company, under the Expropriation Act, or their Special Act, to take the complainant's land as part of the subway scheme. These proceedings are set forth in the petition of this Board upon which the notice of motion now before us is based. No proceedings had been taken at that time, or have been taken since, under the provisions of the Railway Act, by the railway company to expropriate, take or use any of the complainant's land as part of this subway scheme.

The complainant took action in the Supreme Court of Ontario against such expropriation proceedings, asking that they be set aside as illegal and unauthorized, and that case was heard in Toronto before Mr. Justice Orde, January 26, 1925, and judgment was reserved, and was subsequently delivered on March 12, 1925. While that action was pending for judgment, and under date January 27, 1925, solicitor for the complainant wrote to the Chief Engineer of the Board, pointing out the difficulties with which his client was confronted in the civil proceedings by the proposals of the railway company to take part of her lands as part of the railway scheme, and, apparently, to attempt to justify such taking in whole or in part under the Railway Act. There was no such application before this Board, but as an expropriation plan, under the Expropriation Act, had been filed in the Registry office and was offered in evidence in the civil action, the solicitor asked that before any such plan was approved by

the Chief Engineer of this Board the complainant should have an opportunity of stating her case before the Board. On the same date the solicitor for the complainant wrote a letter to the Chief Commissioner of this Board, inclosing copy of the letter to the Chief Engineer, just referred to, and asked for an opportunity of presenting his client's case as and when any such plan should be submitted to the Chief Engineer of the Board for approval. Under date, January 29, 1925, the Chief Commissioner wrote to the complainant's solicitor, in reply to the last mentioned letter and stated that such a plan had not yet been submitted for the approval of the Chief Engineer, but that when this was done, and before it was approved, the solicitor would be given an opportunity of presenting his client's case as requested.

On January 30, 1925, counsel for the Canadian National Railways submitted to the Board plan No. C-829, which was the plan used in the civil proceedings, and which had not until then been submitted to the Board. This plan was filed under the title of a detailed plan of "the proposed southwest retaining wall for subway Bloor street." In the letter submitting his plan, counsel for the railway company stated that "as provided for in the order of the Board, No. 35153, dated June 5, 1924 (the original subway order), I am inclosing for the approval of the Chief Engineer of the Board, three blue-print copies of plan of proposed southwest retaining wall for the subway at Bloor Street, under the Newmarket Subdivision. Will you please note that this plan shows a highway 42 feet in width to give access to the Loblaw Warehouse and the property of the Canadian Fairbanks-Morse Company, each of whose access to Bloor street is being destroyed by the retaining wall."

This plan was not assented to by the city of Toronto, nor did the city assent to or create the highway referred to, and, at the time that it was submitted (January 30, 1925) judgment in the proceedings before Mr. Justice Orde had been reserved.

The Chief Engineer of the Board visited Toronto and looked over the situation on January 31 (the day after the plan was filed) after giving notice on January 30 to the complainant's solicitor and the Commissioner of Works of the city of Toronto, and, although dated February 5, 1925, on the copy of the plan filed with the Board, the Chief Engineer of the Board wrote his approval of the plan C-829, on January 31, 1925, and the copy filed in the case then pending before Mr. Justice Orde bore that date, January 31, as the date of certificate of approval of the Chief Engineer.

Under date February 2, 1925, and after the plan just above mentioned had been approved by the Chief Engineer of this Board, the Commissioner of Works of the city of Toronto, wrote to the Chief Engineer of this Board as follows:—

DEAR SIR,—I acknowledge receipt of your telegram of the 30th ultimo which reads as follows:—

"Expect to be in Toronto Saturday afternoon *re* approval of plans shewing street at Bloor Street Subway, Newmarket Subdivision, on Boland's property. Understand you have consented to approval of plan. If you desire to have someone accompany me, have him call me up at King Edward Hotel between eight and nine Saturday morning, thirty-first instant."

As my deputy, Mr. G. G. Powell, advised you at the site on Saturday, January 31, the city did not consent to nor has it approved the plan of proposed entrance to the Loblaw warehouse and the property of the Canadian Fairbanks-Morse Company. The city takes the position that the entrance as proposed for these properties will prove dangerous to the public, inasmuch as the traffic from such will come out on to Bloor street on the approach of the subway and in a cut. Bloor street is a through street and forms part of a provincial highway. The traffic for many years has been very heavy and will markedly increase. We think, therefore, that wherever such an approach to Bloor street can be avoided by other means, such provision should be made. The railway company's profile was adopted to the benefit of the railways and even if additional cost be involved by providing property entrances on the level or to some other street, it is reasonable and in the best interests of the public.



The city is a contributor to the cost of the improvement as well as the railways, and we think that expense should not be the sole consideration where the safety and convenience of street traffic is so vitally concerned.

We feel that the Loblaw entrance should be so arranged as either to meet Bloor street on the level or to find outlet to some other street.

Under date February 4, two days after the city's letter was written, the Chief Engineer of the Board wrote to Mr. Harris, the Commissioner of Works of Toronto, in reply to his letter, and overriding the city's contention as to the dangerous nature of what was proposed in the shape of a cross street entering the subway, stated that he had approved the plan. (He had approved it on January 31 previous). This procedure was objected to by the solicitor for the complainant, in a letter dated February 2, 1925, to the Chief Commissioner, and he asked for a hearing. I extract the following from this letter:—

I would ask that the Board of Railway Commissioners permit a hearing so as to enable us to give the necessary evidence so as to shew the facts. I am surprised at the haste on the part of Mr. Simmons because he was aware of the fact that I intended communicating with the Board in reference to the objections legal and otherwise and the facts which should be placed before the Board of Railway Commissioners. Will you please consider this as an application on behalf of Ellen Boland to disallow the approval or for a reconsideration of what Mr. Simmons apparently has tried to do pursuant to the belated approval which he has now attached to the plan.

It seems to me that this was and is indecent haste having regard to the fact that Mr. Simmons gave us a very few minutes of his time on Saturday morning on the ground and when I explained to him that there were legal objections and questions of fact which we wanted to raise he said *he had nothing to do with it*, but it does strike me that proper consideration would have caused him to defer action until the matter could be properly placed before the Board of Railway Commissioners.

The provisions of section 19, subsection 2, providing that any complaint made to the Board "shall", on the application of any party to the complaint be heard "and determined in open court," as was requested by the solicitor's letter, seem to have been overlooked. It appears, however, to be a mandatory provision and to confer a right to a hearing in open court before the Board, to which any approval by an Officer of the Board was subject.

The Chief Commissioner replied to this request, under date February 4, 1925, in part as follows:—

I gather from your late favours that in the suit now under consideration by Mr. Justice Orde, the point is raised that as no part of the subway in question is built on Mrs. Boland's property there is no power in the railway company to expropriate her land, it not being needed for the work but being taken in order to minimize damages to neighbouring property caused by the Railway Company's expropriation. *If that contention is well founded, there would seem to be no justification for the railway company taking possession of this piece of land and the approval of the plan could not validate it.*

The way the matter presents itself to me is that, if under the circumstances it is within the power of the railway company to take Mrs. Boland's land, the law will have to prevail, *providing the procedure has been regularly taken.* I gather that this point is now under consideration by the court, as well as the larger question, whether it is competent that the railway company take the land of an adjoining proprietor to minimize damages to property as in the present instance.

If you have it in mind to make any application to the Board, I need hardly say that it will always be ready to hear you.

After the approval of the plan (January 31, 1925), and following a strong telegraphic protest from Ward 6 Ratepayers' Association of the city of Toronto, as to the dangerous condition that would be created by such an entrance to the subway, the Board consented to a hearing, *ex post facto*, of the protests of the complainant and other interested parties against the approval thereof. No suspension of the operation of the plan so approved was directed pending such hearing by this Board.

The plan, as approved by the Chief Engineer was then used by the railway company in evidence in the civil action then standing for judgment in the

Supreme Court of Ontario, and was relied upon there by the railway company as a defence, and was admitted as exhibit No. 24 in that case. Judgment was delivered by Mr. Justice Orde, March 12, 1925, in the course of which His Lordship stated as follows:—

Counsel for the company did not attempt to rely upon any express provision in the Railway Act, 1919 (9-10 George V, Cap. 68 Dom.), and so far as I am aware an ordinary private railway company incorporated by the Parliament of Canada would probably not have the power to do what the defendant company is doing here.

The judgment deals with the proposals of the railway company, as contained in its plan C-829.

In dealing with Parcel "B"—the small wedged shaped piece running parallel to Bloor street—the learned judge says:—

I fail utterly to understand how the defendants justify the taking and removal of part of the complainant's soil and the building upon her land of a retaining wall, or a slope, upon any theory that the interest in the land so taken or interfered with is an easement.

He further says:—

Here it is proposed, I understand, to leave a slope and build some sort of retaining wall on the parcel in question. The complainant will be left with the title in fee in the parcel itself, but without any power to use it or build upon it by reason of the so-called "Easement" of the defendant company to maintain the strip as a slope. This, in my judgment, the defendants cannot do under any guise.

And, the learned judge concluded that:—

Upon that branch of the case the plaintiff, the present complainant, was entitled to a declaration that the defendant company was not entitled to enter upon parcel "B," or to erect any structure thereon.

Now, this retaining wall, or slope, which is shewn as part of the south west retaining wall constitutes an important part of Plan C-829, submitted to the Board by the railway company in the manner I have mentioned. It was a plan submitted by the railway company as a detail of the subway, but it is judicially declared in the Civil Court that such a retaining wall, or slope, cannot be built, or made, on the complainant's land as indicated, and it does seem to me, therefore, that the proposal outlined by plan C-829, though approved by this Board's Engineer, has been, by judgment in civil proceedings, judicially declared to be improper, and not permissible by law as regards that part of it, shewn on the plan in brown, which purports to effect the land of Ellen Boland. I cannot see, therefore, that the plan C-829 which shews such retaining wall, or slope, could continue as a valid plan, and if only on that reason ought to have been disapproved before this. It is erroneous.

A hearing was allowed before the Board on March 19, 1925, and judgment delivered April 7, 1925, dismissing the application upon the grounds set forth in the judgment of the Chief Commissioner of that date. Reference to this judgment will shew that the learned Chief Commissioner, referring to the expropriation proceedings commenced by the company says:—

In this (the expropriation proceedings of October, 1924) the railway company acted, not by order of this Board, nor under the provisions of the Railway Act, but by authority of the Act incorporating the Canadian National Railway Company and the Expropriation Act.

He further says:—

The expropriation proceedings were admittedly taken before the plan (C-829) was approved, and if such approval be a condition precedent to the commencement of such proceedings, then, undoubtedly, all that the railway company has done in the way of taking the land in question is without legal foundation and the defence thereon must fall to the ground and no action of the Board invalidating the plan is required in order to entitle her to succeed.

The Board never has had any application before it, under the Railway Act, which would give it any power or jurisdiction whatever to enroach upon or authorize the encroachment upon the taking or interfering with any private or proprietary rights in abutting lands.



But, it is alleged, that the approval of the plan C-829, constituted an assertion by the Board of such a jurisdiction, and this is what has never been cleared up by this Board.

What powers of expropriation of adjoining lands there are in the Railway Act applicable to the circumstances, were never invoked by the railway company, and have not yet been invoked. Those powers are contained in totally different clauses of the Act and the procedure to be followed in invoking them is specific and mandatory.

It is one thing under that Act to get power to build a subway to carry a street under a railway, under section 257, but quite another to authorize the railway company in connection with that work, to enter upon, take, use, or interfere with the rights of ownership of land, however necessary it may be.

The original order of this Board only authorized the carrying of Bloor street under the railway tracks, under section 257, and the doing of such work as was necessary for that purpose, and the filing of such plans as would shew that the work was to be properly done under the Board's order. If, in the carrying out such work, the right of eminent domain is to be exercised, the Railway Act, under wholly distinct procedure, specifies how that is to be done. There is no such power under section 257 under which the original subway order was made.

Section 200 of the Railway Act specifies this procedure in the following language:—

(1) Should the company require, at any point on the railway, more ample space than it possesses or may take under the preceding section for . . . the diversion of a highway, or the substitution of one highway for another, or for the construction or taking of any works or measures ordered by the Board under any of the provisions of this Act or the Special Act, etc., it may . . . apply to the Board for authority to take the same for such purposes, without the consent of the owner.

(2) The company shall give ten days' notice of such application to the owner or possessor of such lands and shall, upon such application, furnish to the Board copies of such notices with affidavits of the service thereof.

(3) (a) and (b) specifies the procedure which "shall" be taken in the application before it is before the Board, and

(4) Sets forth that "After the time stated in such notices, and the hearing of such parties interested as may appear, the Board may in its discretion, etc., etc., authorize in writing the taking, for the said purposes of the whole or any portion of the lands applied for."

(5) and (6) provide for filing of authority with the Board, with plan, profile, book of reference and notices with the Board, and delivery thereof to the company—and (6) registration of such duplicate authority, plan, profile, book of reference, and application, or copies thereof certified by the Board with the registrar of deeds of the county in which such lands are situated.

Under subsection (7) all the provisions of the Railway Act applicable to the taking of lands without the consent of the owner shall apply to the lands "authorized under this section to be taken, etc.

This section (200) of the Railway Act (1919), was section 178 in the previous Act, R.S.C. chapter 37. From the plain wording of the section itself, it is clear that the provisions of the section, now 200, must be strictly complied with, as indeed is obvious where rights of private ownership are to be over-ridden in the public interest and for the public benefit.

C.P.R. v. Coquitlam Landowners, 13 C.R.C., p. 25.

The Burnt District Case, Toronto, 4 C.R.C. 290.

Vancouver V. & E. Ry. Co., v. Municipality of Delta, 8 C.R.C. 354.

Municipality of Delta v. Vancouver V. & E. Ry. & Co., 8 C.R.C. p. 362.

No application, whatever, has been made by the railway company to this Board under this section, or under any other section of the Railway Act, to expropriate, in whole or in part, or otherwise to in any way prejudicially affect the lands of the complainant. This is a fact, the determination of which rests

solely with this Board, and in the determination of which "the Board shall not be concluded by the finding or judgment of any other court in any suit, prosecution or proceeding involving the determination of such fact, etc., etc.

Section 44 of the Railway Act, 1919.

When application was heard by this Board, March 19, 1925, to invalidate the approval by the Chief Engineer of the Board, given under the circumstances I have set forth, of plan C-829, attention was drawn by applicant to the judgment of Mr. Justice Orde in the civil action, delivered March 12, 1925, which, while holding that the defendant railway company was justified under the Expropriation Act in proceeding to expropriate the complainant's lands yet referred to, plan C-829 which was admitted in evidence of the contention of the company in that action that this Board, as part of the subway scheme, under its Order No. 35153 of June 5, 1924, had, by its Chief Engineer, approved a plan that purported to condemn, by this Board, for such purposes, the portions of land shewn thereon in colours. This Board had not, and, as I have pointed out, could not, do any such thing. Moreover by the judgment in the civil court, then before this Board, it was shewn that the part of the retaining wall, or slope, at south west corner, on plan C-829 (referred to in the judgment as "B") was held not to be the subject of any expropriation under the Expropriation Act, and, therefore, it was before the Board on that application, that the plan, quoad that portion of the retaining wall, was incorrect.

Having these facts before it at that time, it seems to me that it would have been well within the Board's powers, and most desirable in removing any doubts in the matter, and the complications that did follow through omitting to do so, that the judgment and order of this Board should, in disposing of that application, have plainly stated that no expropriation proceedings whatever had been commenced before this Board under the Railway Act, and pointing out the reasons therefor. So far from making such a situation plain the judgment on that application (a) specifically approves the entrance to the subway which involves an expropriation, although there was no application before the Board with reference to it, and, therefore, the Board was without jurisdiction to approve it, and (b) declined to interfere with the approval of plan C-829 by its Chief Engineer, shewing the south west retaining wall, when it had before it the judgment of the learned judge in the civil action granting the contentions of the complainant that, as to at least part of that plan, the rights of the complainant could not be interfered with, and the proposals of the railway, as shewn by the plan could not at law, be proceeded with, and therefore the plan was incorrect in an important particular and should be disapproved.

It would, in my opinion, have considerably clarified the situation had such a declaration been made.

The Board is now asked, in this application, to rectify a condition of things which has grown up by reason of its approval of plan C-829 in the manner I have referred to, and of its subsequent reaffirmation of the approval of that plan in the face of judicial opinion that part, at least, of it was improper and should not therefore stand as a detail plan which it purported to be. The position heretofore taken by the Board in so doing has led to dicta in other judicial courts entirely at variance with the facts as the Board determines them.

It is not my intention to discuss at length the various steps taken in the intricate proceedings in the civil courts, all centering around and in a large measure caused by the approval of this plan. Those facts are set forth in full in the petition and notice of motion, which is part of the record, but I would shortly refer to some outstanding features made apparent to the Board by judgments of judicial courts, the result of which, if nothing be done on this application, is to place the complainant in a very embarrassing position.



For example, the judgment of Mr. Justice Orde was appealed to the Second Divisional Court of Ontario, and judgment was delivered determining the appeal. The judgment being written by Mr. Justice Middleton, from whose judgment the following paragraphs may be quoted:—

The case is, I think, within the provisions of section 257 of the Railway Act and the Order of the Board made under the authority of that Section is sufficient to justify all that has been done by the defendants.

What is to be done and how it is to be done is by the statute a matter to be determined solely by the Railway Board and this court has no jurisdiction to go behind the order of the Board in any respects.

The above is in direct conflict with the facts before this Board. I think those facts should now be made plain, in order that the complainant may not be further prejudiced in carrying her appeal to the Privy Council and that this Board may make plain that it has made no such order and could not have made it upon what was before it.

If, what the railway company has done is, as affirmed by the Divisional Court, in the language above stated, justified under section 257 of the Railway Act, and is authority for the expropriation proceedings which this Board has asserted are taken outside of the Board and outside of the Railway Act, and if, as set forth in the second paragraph above quoted from the Divisional Court judgment, relief is denied the complainant in the civil courts, because, in the opinion of the civil court, it has no jurisdiction to go behind an order of this Board, which is so interpreted, then I think it is the duty of this Board to make plain, through the complications that beset it, that it did not and could not, on what was before it, assert any jurisdiction which would be a bar to the complainant in getting the relief sought for in the civil court.

The Supreme Court of Canada in delivering judgment remitting the expropriation proceedings to the Exchequer Court commented upon the judgment of the Appellate tribunal of Ontario, in the following language:—

For the reasons stated by Mr. Justice Middleton in delivering the judgment of the Appellate Division of the Supreme Court of Ontario, affirming the judgment of Orde J., (56 Ont. L.R. 653) in *Boland v. C.N.R.* (29 Ont. W.N. 41), we agree with the conclusion of that court that the impugned expropriation falls within the provisions of the Railway Act, 1919, and that the order of the Board of Railway Commissioners of Canada was sufficient to justify all that has been done by the railway company.

When the complainant desired to appeal to the Judicial Committee of the Privy Council from the judgment of the Second Divisional Court, cited before, her application was dismissed with costs, the learned judge who delivered the judgment of the court, used the following language:—

In this matter the *sole matter* in controversy is the right of the Railway Board to make an Order authorizing the expropriation of a portion of the complainant's land.

This Board made no such order, and except for what is contained in the approval of the plan, C-829, and in its affirmation, nothing in the shape of expropriation proceedings was before this Board, and, as I have pointed out, the plan C-829 purporting to show the southwest retaining wall on the complainant's land is rendered ineffective as a detail plan by the judgment of Mr. Justice Orde.

Upon the hearing of this application, and in connection with the above, I put this question to Mr. Fraser, K.C., counsel for the railway company. See Volume 451, page 1128:—

Commissioner BOYCE: "Is this right, Mr. Fraser? In this case the sole matter in controversy is the right of the Railway Board to make an Order authorizing the expropriation of a portion of the complainant's land?"

Mr. FRASER: No; it is not.

Now the complainant sets forth in her petition that she was not aware that she was prejudiced by reason of the judgment of the Board, written by the Chief Commissioner, and concurred in by the Assistant Chief Commissioner, which refused to set aside the approval of plan C-829, until on the argument of the appeal on which the judgment of the Second Divisional Court was delivered showed that the railway company was relying and had argued that the *Order of the Railway Board and the approval of the plan, by the Board, was justification for all that it had done.*

I think that it is the manifest duty of this Board, in view of the complications which have arisen, as a result of the approval of plan C-829, and of the affirmation of such approval, to make clear the facts which rest with the Board alone to determine. The allowance of the plan, in the view that is pressed upon us, supported by the judgment in the civil courts, is taken as justification for interference with property and civil rights in the province of Ontario, and with the control of the said Corporation of Toronto of its streets.

The Board, as is very clear, had no such intention, and I may add that, in the circumstances it had no such jurisdiction, and I think there is a question of fact to be determined in view of the controversy and complications which have arisen, and which facts should be determined and expressed under section 44 of the Railway Act, free from anything that has been expressed in the finding, or judgment, of any other court, and that is that in approving the plan—C-829—by the Chief Engineer of this Board, this Board did not assume, nor did it intend to assume any jurisdiction which would, in any way, authorize the railway company to enter upon, take, or use, any of the lands of the complainant, or of any other person abutting on the area to which by the limits of Bloor street the subway work was confined.

I think that it is not a sufficient answer to this application to say that the order made by the Board speaks for itself. The conclusion, which is irresistible in the circumstances, especially in view of the comments of Mr. Justice Orde, as to the proposal to erect the retaining wall on the complainant's land, as shown in plan C-829, is that that plan should not have been approved, is judicially condemned, at least in part, and is not now a feature of the subway, and that in approving of it the Board did not, and upon what was, or is, before it, had no power to authorize any expropriation of land of Ellen Boland, or any other person, or to exercise any jurisdiction outside the limits of Bloor street, and that by no action, or order of this Board has the complainant's proprietary rights in her property been encroached upon; and the plan having become defective and inaccurate as a detail plan, by reason of the judgment of Mr. Justice Orde, relating to plot "B," slope or retaining wall, I would now, in order to remove doubts and to make the situation plain, disapprove of the plan and cancel the approval thereof by the Chief Engineer, under date January 31 (or February 5, 1925), and would make order that the railway company submit for the approval of the Board another detail plan of the southwest retaining wall, prepared in conformity with the original order, and limited to what that order authorizes, and no more.

To leave this matter in its present position and to make no other order upon this application than to dismiss it would, I think, leave this Board in the position of having approved, as part of a work authorized by it, the doing of something (the construction of part of the slope of southwest retaining wall, on the complainant's lands, and beyond the confines of Bloor street, as plan C-829 shows), that a provincial court has declared must not be done, and of having, subsequent to the judgment of the provincial court, and with the judgment of that court before it, affirmed the approval of such plan in express



terms, and, by dismissing the application to cancel its approval. This would place this Board in a position which it has ruled it has no jurisdiction to do, namely, to supplant (not overlap) the jurisdiction of a provincial court.

See Judgment of Chief Commissioner Killam in *Duthie v. Grand Trunk Ry. Co.*, 4 C.R.C. 304 at p. 315.

The complainant desires to prosecute her appeal from the provincial courts to the Judicial Committee of the Privy Council, but has been denied leave to appeal in the language of Mr. Justice Middleton, quoted above. I feel it to be the duty of the Board to correct the error of fact which obstructs the complainant in her efforts to assert her proprietary rights to the fullest extent, in the judicial proceedings, and I would do so in the manner suggested.

I am, therefore of opinion, that a declaratory order should issue to the effect that this Board never authorized the taking of any of the land of Ellen Boland in connection with the construction of this subway, and the approval of the plan by the Chief Engineer, in the opinion of this Board, cannot be construed as giving such authority.

#### COMMISSIONER OLIVER:

Mrs. Ellen Boland is the owner of property which fronts on Bloor street, in the city of Toronto, near the point at which that street is crossed by the Newmarket Branch of the Canadian National Railway system.

On June 5, 1924, the Board ordered and thereby empowered the railway company to construct a subway on Bloor street where it is crossed by the Canadian National Newmarket Branch. Part of the cost was to be borne by the city of Toronto. The order required the railway company to file a plan of the proposed subway within thirty days. The plan was accordingly filed and duly approved. This plan involved the lowering of the street level for some distance on each side of the railway track. It thereby interfered with access from the street level thus lowered to the buildings occupying the surface level on each side. The order and plan did not, and was not intended by the Board, to apply to any property outside the street line. It was fully understood in and through the order of the Board that whatever damage was suffered by these properties must be paid for jointly by the Canadian National Railways and the city.

The Loblaw Groceries occupied land fronting on the subway and adjoining the Boland property. The amount of damage suffered by properties fronting on the subway depended on the depth of the street depression and on the measure and kind of use being made of the properties affected. As the Loblaw building occupied all but twelve feet of the frontage of the property occupied; as a large and increasing business was being done in and from it; and as the level of the subway at that point was considerably below the ordinary street level, the Loblaw interests were entitled to very substantial damages. The Boland property was not used for business purposes, and the frontage was not fully occupied by buildings.

In arranging damage adjustments regarding the properties fronting on the subway, the railway reached the conclusion that instead of settling with the Loblaw interests for the full amount of damage suffered because of the construction of the subway, it would be advantageous to lessen the damages by giving the Loblaw interests access over an adjoining strip of the Boland property, then unoccupied. Apparently a satisfactory adjustment between the railway company and Loblaw's was arrived at on that basis. But it was found impossible to come to terms with the owner of the Boland property.

Section 200 of the Railway Act—the Act which defines the powers of the Board of Railway Commissioners—makes provision for dealing with cases in which a railway company requires land outside its right of way. This section



governs all railways in Canada except the Canadian National, which by reason of its being Government owned, claims to be entitled to take proceedings for acquiring land outside its right of way, under the Expropriation Act, a measure that makes provision by which the Crown may take possession of land for Crown purposes. Proceedings for the taking of private property under the Railway Act are slow and cumbersome. Under the Expropriation Act they are summary. In the Boland case they consisted in filing plans of the land to be expropriated, in the Registry Office in the city of Toronto on October 16, 1924. This was the formal assertion of possession, leaving the amount to be paid to be settled later.

Mrs. Boland entered action in the Supreme Court of Ontario to have the expropriation by the railway company annulled. Mr. Justice Orde heard the case in January, 1925. The city of Toronto which was paying part of the cost of the subway, disapproved of the expropriation plan filed by the railway company because of the dangers which it created. After the evidence had been heard by Mr. Justice Orde, but before a decision had been rendered, the expropriation plan was submitted to the Chief Engineer of the Board of Railway Commissioners. After an examination of the ground this plan was approved by him, as not creating a danger to the subway traffic, as the city had held. The approved plan was accepted as an exhibit by the court.

In March, 1925, Mr. Justice Orde gave his decision that the railway company had the special right of expropriation claimed and that, therefore, the plan should stand. He pointed out that the extraordinary procedure outside of the terms of the Railway Act, and outside that of the authority of the Board of Railway Commissioners, could not have been taken by an ordinary railway company—could, in fact, only have been taken by the Canadian National Railway, as acting in the right of the Crown.

A certificate that the subway had been completed in accordance with the original plan was issued by the Board on August 21, 1925. No work had been done at that time, and none has yet been done, on the Boland property taken under the Expropriation Act.

Mrs. Boland appealed from the decision of Mr. Justice Orde to the Second Divisional Court of Ontario. The judgment in that case was delivered by Mr. Justice Middleton, who said in part:—

The case is I think within the provisions of section 257 of the Railway Act, and the order of the Board, made under the authority of that section is sufficient to justify all that has been done by the defendants.

What is to be done and how it is to be done is by the statute a matter to be determined solely by the Railway Board and this court has no jurisdiction to go behind the order of the Board in any respect.

Mrs. Boland then applied for leave to appeal to the Judicial Committee of the Privy Council. This was refused; the reasons for the refusal were stated by Mr. Justice Middleton. They contained the following paragraph:—

In this case the sole matter in controversy is the right of the Railway Board to make an order authorizing the expropriation of a portion of the plaintiff's land.

There is an obvious contradiction between the views of Mr. Justice Orde and Mr. Justice Middleton, with his colleagues, in regard to the application of the Railway Act and therefore of authority of the Board to the expropriation proceedings taken by the railway company against the Boland property. Because of this difference in understanding in regard to a question of fact concerning the action of this Board, between the trial court and the court of appeal, Mrs. Boland is debarred from the right of appeal to the court of last resort for the protection of her property rights. If the view of Mr. Justice Orde is correct, Mrs. Boland might be given the right of appeal. If Mr. Justice Middleton is correct in his view, there is no provision for such an appeal.

Mrs. Boland asks the Board, as the authority whose action is in question, for a declaration of fact as to whether the expropriation proceedings taken against her property were or were not by the order of the Board. To be the



more easily understood, it seems to me that this question might fairly be divided into two parts,—

- (1) Did the Board's order for the construction of the subway authorize the expropriation of Mrs. Boland's property?
- (2) Has any action since been taken by the Board that would constitute such authorization?

An order of the Board having been made, and the interpretation of that order by the courts having shown a difference of opinion on the facts as to the Board's action, with the result that the right of appeal to the Court of last resort is denied, the applicant desires a declaration by the Board which will remove the disability imposed upon her by the interpretation placed upon the order and action of the Board by the Appeal Court of Ontario.

This is an extraordinary application; but the circumstances of the case are extraordinary. As I understand it, the prime purpose of the existence of this Board is to decide on questions of fact rather than on those of law, and to deal with situations, ordinary or extraordinary, as they arise. That is one of the outstanding differences between this and other courts of record.

I am of opinion that the facts call for an official declaration by this Board,—

- (1) That the expropriation of Mrs. Boland's property by the Canadian National Railways was not included in or contemplated by the original Order for the construction of the subway; and
- (2) That the Board has not taken any subsequent action that brings it under the expropriating proceedings taken by the railway company.

#### APPLICATION OF CORPORATION OF POINT GREY, B.C., *in re* BRITISH COLUMBIA TELEPHONE COMPANY'S TARIFF

*Judgment of Mr. Commissioner Boyce, February 10, 1926, concurred in by Assistant Chief Commissioner. Dissenting Judgment of Mr. Commissioner Oliver.*

The complaint of the Municipal Corporation of Point Grey, B.C., is directed against the tolls proposed in British Columbia Telephone Company's Supplement No. 1 to C.R.C. No. 7, dated January 15, 1924, filed with the Board January 28, 1924, and proposed to be effective February 26, 1924.

The important features of the tariff involved are as follows:—

#### GREATER VANCOUVER INTER-EXCHANGE SERVICE

##### BETWEEN:

Collingwood  
Fraser  
Glenburn  
Kerrisdale  
Marpole  
North Vancouver  
Point Grey  
Vancouver  
West Vancouver

Per call  
4c. each 5 min.

#### GLENBURN—POINT GREY

##### UNLIMITED EXCHANGE SERVICE—

	Rate per Month	
	Business	Residence
Individual line within 1 mile radius of Central Office....	\$4 00	\$2 00
2-party line within 1 mile radius of Central Office.....	1 00	1 50
Party line beyond 1 mile and within 3 mile radius of Central Office .....	2 50	1 50

The rates proposed in the tariff attacked, and which, while effective as to Glenburn area (in the absence of complaint), would apply also to the proposed new telephone exchange area of Point Grey, are the same as those already in force in the exchange areas of (a) Collingwood, (b) Fraser, (c) Kerrisdale,

(d) Marpole, (e) West Vancouver, and (f) North Vancouver. The interchange toll rate of 4 cents, however, is a reduction of one cent per call between all the exchanges in the large telephone area of the company known as Greater Vancouver, with the exception of the exchanges of North Vancouver and West Vancouver, where, on account of the cost of cable connection, the interchange rate was formerly 10 cents per call, and now being reduced to 4 cents per call, effects a reduction in those two exchange areas of 6 cents per call.

The creation of the new telephone exchange areas of Point Grey and Glenburn made by the telephone company as a part of its internal arrangements became necessary by the growth of the company's business in all the exchange areas making up the territory of "Greater Vancouver". For the same reasons the other six exchange areas before mentioned were created.

In the year 1906, it is shown, there was only one telephone exchange for the city of Vancouver. All indications pointed to a great development and large influx of population there, and, foreseeing the necessity for liberal provision to meet the telephone requirements of that rapidly developing community, now known as "Greater Vancouver", the telephone company formulated its plans to provide for the very large demands for telephone service which, year by year might be expected to result from that development. The company took expert advice. The potential growth of the then Vancouver area, as well as the outside, and now suburban areas, was carefully studied, and, following the expert advice, a policy was then inaugurated which was put into effect. As necessity arose by the realization of the telephone company's estimates as to growth of population and consequent telephone development, outside exchange areas were established—and again as development required, those areas were subdivided. All the suburban Vancouver exchange areas were thus created. For example, the Eburne exchange area, one of the first outside exchanges, was subdivided into the Kerrisdale and Marpole exchanges, and again, the Glenburn and Point Grey areas were separated and created into separate exchange areas—in all cases the tariff of tolls being submitted to the Board under the Act. All these divisions of areas were, it appears, made in pursuance of the policy referred to and which was decided upon in 1908, as a general policy to meet the growing requirements of a rapidly growing area. This Board has no power under the Railway Act to review or interfere with the discretion of a telephone company under its jurisdiction as regards establishment, redivision or readjustment of exchange areas. It is a matter of internal management of the company's business which is not subject to this Board's supervision. The jurisdiction of the Board is confined to tariffs, and tolls and rates thereunder. Therefore, with the policy decided upon by the company in 1908, and with all that the company has done, or is doing, or may do, in furtherance thereof, or of any other such policy, this Board is not concerned. Its jurisdiction is confined to determining the reasonableness of the tolls and rates for the service and to any question of unjust discrimination involved.

This principle as to jurisdiction has been long settled by the Board's judgments; see:—

*Tinkess v. Bell Telephone Co.*, 20 C.R.C. 249.

*Town of Dundas v. Bell Telephone Co.*, Vol XI, Board's Judgments, p. 83.

*B.C. Municipalities complaint re Kerrisdale Exchange*. B.C. Telephone Co. Board's Judgments, Vol. XL, p. 325 (Dec. 1, 1921).

*Corporation of Saanich v. B.C. Telephone Co.*, Board's Judgments, Vol. XV, p. 63.

*Towns of Riverside, Tecumseh, et al v. Bell Telephone Co.* (September 1, 1925). Board's Judgments, Vol. XV, p. 263.

and cases there referred to.

Particular reference may be made to the Kerrisdale case cited above, because the conditions and circumstances therein bear strong resemblance to those in this case, and it is neighbouring exchange in the Greater Vancouver



exchange area; and the tariffs are the same in each case. The same inter-exchange toll, then 5 cents, now 4 cents, was involved.

The following statement filed will show, approximately, the number of subscribers in the respective exchanges in Greater Vancouver (Ex. 2) as of October 31, 1925:—

	Subscribers
1. Vancouver city.....	45,555
2. North Vancouver.....	2,227
3. West Vancouver.....	502
4. University.....	2
5. Point Grey.....	807
6. Kerrisdale.....	2,158
7. Marpole.....	872
8. Fraser.....	2,072
9. Collingwood.....	1,920
10. Glenburn.....	401

The University exchange was provided for during the time that the Point Grey rates were under dispute and after the suspension, pending hearing, by Order No. 35623, dated October 1, 1924, of the tariff now complained of (in so far as it related to Point Grey exchange), Supplement No. 8 to C.R.C. No. 7, dated June 18, 1925, effective August 1, 1925, provided for the University exchange the same rates and tolls as those now in dispute, proposed for this and Glenburn exchanges, and which, while suspended as to Point Grey, became and are effective in Glenburn exchange. Mr. R. L. Reid, K.C., appeared at the hearing at Vancouver as counsel for the University of British Columbia and up to a certain point joined with the Corporation of Point Grey in opposing the tariff. After a statement by counsel for the telephone company that the university, while on the Vancouver rate, was paying \$281.15 per month, for thirty-five telephones, the traffic over which was almost entirely with Vancouver city, while for the same traffic, under its present arrangement of tolls, the university was paying \$218 per month, or a saving to the institution of \$62.29 per month, and after Mr. Reid had checked this with accounts, he withdrew his opposition stating his clients, the university, were quite satisfied.

Prior to the establishment of the Point Grey exchange the subscribers there resident were attached to the Bayview exchange of Vancouver. Before the change went into effect the telephone company addressed a letter to its Point Grey subscribers in terms following (see p. 9, Ex. 18):—

#### BRITISH COLUMBIA TELEPHONE COMPANY

##### GENERAL COMMERCIAL SUPERINTENDENT'S OFFICE

E. F. HELLIWELL.

VANCOUVER, B.C., September 17, 1924.

HOWARD C. GREEN, Esq.,  
2775 Courtney St.,  
City.

DEAR SIR,—Owing to the continued growth of that portion of Point Grey West of Wallace street, we have been finding it increasingly difficult to supply the residents of that District with telephone service, even at Bayview rates plus mileage, as the distance from the Bayview exchange is so great.

In order to relieve the situation, therefore, we have built and intend cutting over on or about October 1, our new Point Grey exchange, which will take care of all present and future subscribers in the West Point Grey district. Your service will, therefore, be changed from Bayview to Point Grey at the time of the cutover, your new number which will be shown in the October issue of the Directory being Point Grey 199-L, and your rate only \$1.50 net per month instead of \$2.70 net per month as at present.

Furthermore, while as above noted, it is growing practically impossible for us to supply even two-party service in West Point Grey at the present time, we will with the opening of the Point Grey exchange, be in a position to give you individual service should you desire it, the rate for which is \$2 net per month. Should you prefer this class of service, we will appreciate your so advising us at your early convenience.

Yours truly,

E. F. HELLIWELL,

General Commercial Superintendent.

The complaint of the municipality of Point Grey, representing the subscribers, is largely directed to showing that this separation from Bayview exchange imposed upon the subscribers the 4 cent toll per call involved in calling the Bayview exchange, and that as the subscribers at Point Grey were largely persons whose business was at Vancouver, having frequent occasion to call Vancouver, the toll of 4 cents for the Vancouver calls substantially—as they alleged—increased the telephone rates and tolls to the subscribers.

It is to be observed that this contention is precisely the same as that dealt with by the Board in the Riverside and Tecumseh case, cited above, where the same conditions substantially were created by creating the Tecumseh exchange—attaching the subscribers formerly on the Windsor exchange to that new exchange and with the usual toll rate.

In a different and modified way, but involving the same principles, the subscribers formerly attached to Eburne exchange who were, by change in boundaries and establishment of the Kerrisdale exchange area, attached to that new area, and separated from Eburne exchange, complained that a 5 cent toll was imposed upon them for calls to the Eburne area to which formerly they had calling access without a toll call. The 5 cent toll has since been reduced to 4 cents for all inter-exchange calls within the Greater Vancouver exchange area. That toll has been found by this Board to be not unreasonable. In deciding the complaint in the Kerrisdale case, the Assistant Chief Commissioner, who presided at the hearing, and delivered the judgment of the Board, said, p. 329:—

The charge of 5 cents (now 4 cents) between Kerrisdale and Eburne for a two-number call is in general accordance with the charge from one exchange to another, no other exchange intervening, applying within the territory in question.

It appears to me that it is only in the volume of Vancouver calls in the Point Grey case, and of the Eburne calls in the Kerrisdale case that the application of the same principle to the whole of the outside exchanges in Greater Vancouver telephone area seems to be complained of. A subscriber needing to call the Eburne exchange, and having to pay an inter-exchange toll to do so, had just as much a grievance, per subscriber, as will the Point Grey subscriber, per subscriber, have in calling Vancouver, if this tariff, now suspended pending hearing of this complaint, is allowed to be effective. The burden upon the necessity of the call to Vancouver, or the call to what was then the Eburne exchange, from Point Grey and Kerrisdale respectively, is precisely the same, as it is the same in the case of all the other exchanges similarly situated which I have enumerated. The difference in this complaint from that in the Kerrisdale case seems to lie in the fact that in this case, the separation having taken place from a Vancouver exchange, the number of subscribers paying the inter-exchange toll will be greater than in the case of the Kerrisdale subscribers separated from the then Eburne exchange. This contention, if it were to prevail as an objection to the tariff, would involve some nice computations. What percentage of subscribers in one exchange called upon to pay the toll, in excess of those subscribers in another exchange area paying the same toll, would constitute the toll, *per se*, an unreasonable toll? In separating or subdividing exchange areas, and creating new exchange areas, as a telephone company has a right to do in the conduct of its business, and in consequence imposing an inter-exchange toll, such as is common to all such conditions, is the telephone company required to first make a careful calculation as to the number of subscribers in the new area whose business is such as to require more inter-exchange calls than others, and, by such computation, arrive at a conclusion as to the applicability of such a toll to that area? And it is required to keep peg counts and readjust its tolls, or perchance, change or readjust its boundaries from time to time, to conform to the result? If, as I have pointed out, the company has, as an incident to the conduct of its internal business, the right to create new



exchanges, or readjust the boundaries of old ones, and the rates generally approved in similar cases are open to attack on the grounds herein pressed upon us, such a duty would be cast upon the company, which would create an anomalous condition in view of the decisions of the Board I have referred to.

As I have pointed out, the situation as to Greater Vancouver is the result of a well-considered policy settled long ago by the company, upon expert advice, to deal with a potential development which subsequently eventuated, and is still progressing, to an extent as great, if not much greater than was estimated when—in 1908—the policy was adopted. Even though this Board has no supervisory powers over such a policy it certainly does not appear from anything submitted at the hearing, or in argument, that its wisdom and soundness is open to criticism. The tolls and rates applicable to other subdivisions of telephone areas in Greater Vancouver have been filed with this Board, from time to time, and the tariff now attacked is the same as that in force, with the sanction of the Board, in the other exchange areas. As the Board is precluded from considering the revision of the company's judgment in the establishment of the new areas of Glenburn and Point Grey, there must be found evidence of unreasonableness or unjust discrimination in the tolls and rates themselves as proposed to be applied to the Point Grey area, and which is effective as to Glenburn, as well as in the other exchange areas I have mentioned and the necessity for the separation of which from the areas to which the telephone territory in question was formerly a part arose, as a result of telephone development and growth, consequent upon the extension of Greater Vancouver as to settlement and activity, in the same way as all the other separate areas have been created, and therefore common to all.

I cannot find any evidence or argument to support the suggestion of unjust discrimination. I feel that none of the instances relied on to support that suggestion come within the meaning of the term "unjust discrimination" as contained in the Railway Act, and interpreted by the Board and judicial decisions on appeal therefrom. The mere fact that any subscriber of the former area is included within, and another is left out of the new area, by the establishment of new exchange area, manifestly cannot, *per se*, support such a suggestion. If it were so, no new boundaries could be established by the company without giving occasion for such a charge. In the Tecumseh case (Board's Judgments, etc., Vol. XV, at p. 266), this situation was accentuated as regards the town of Riverside, one of the complainants. There Riverside complained that the new arrangement cut the town into two areas with a toll charge between the westerly side of the Lauzon road and the new telephone area established to the East of it, involving a toll charge between one side of the town street to the other. As was said of that situation, in that case, is I think applicable here, viz:—

But, as has been pointed out, the Board's powers are limited as regards telephone companies, to tolls, and no order it could make within its jurisdiction could remedy this arrangement, and I am unable to find that it can have any effect upon the reasonableness of the rates which was the issue before us.

In every new telephone exchange area established there must inevitably be similar situations. Some subscribers must suffer inconvenience, and some, according to the nature of their private business or social requirements, as distinguished from those of others, may be subjected to extra expense for interexchange calls, but that inevitable situation, common to every change in boundaries such as this, and without which no such division of areas could be made, does not support the suggestion that there is unjust discrimination thereby created.

Reference was made to the situation of the Jericho Club, which, by a "jog" or irregularity in the boundary line was left in the Bayview exchange. The Board cannot revise the boundaries, and the rates and tolls are applicable to the boundaries as established, providing the Board is satisfied that such rates are not unreasonable nor unjustly discriminatory. Discrimination there must be by the



drawing of the boundary line, but there is no "unjust discrimination" because, no matter though the line of demarcation may be irregular one subscriber is on one side under the old rate, and another on the other side on the same rate though with different result as to extra exchange calls because of his business or social telephone exigencies.

The Jericho Club is subject to the same tariff of tolls as any other subscriber in the telephone exchange area in which it is now located, and no case of unjust discrimination is supported by the boundary alignment of the new Point Grey area which this Board has no power to change, readjust or interfere with.

The telephone company, as in the Tecumseh and Riverside cases (*supra*) assumed the onus of showing, that the proposed rates and tolls were reasonable. It showed that the Bayview exchange was rapidly filling up, and that another exchange was necessary. This was not open to contradiction because it was not relevant to the issue. It was, however, the subject of much evidence by the applicants, whose expert witness, Mr. J. G. Wray of Chicago, an expert telephone engineer, while critical of the necessity, at this time, of a division of the Bayview exchange, says (p. 2774) that he considers that what the company did "may have been advisable, though not necessary". Mr. Wray's exhibit (15) was referred to as showing that Bayview Central office capacity was sufficient in equipment to carry the Point Grey area. The exhibit shows that, as of June 15, 1925, the Bayview exchange had floor space for A and B positions with present capacity for 10,400 lines; that 6,760 subscribers' lines were equipped (a difference of 35 per cent with which Mr. Wray does not quarrel) and that 5,223 were in use: Thus leaving a margin of lines equipped over lines in use, of 23 per cent, which the witness admitted was good practice—or "all right". Mr. Wray said (p. 2779) that he approved of the company looking ahead. "That would be good economic planning," and that the best he would say was that he would not like to challenge the policy of separation from Bayview, but that the business might have been better taken care of in the Bayview office until the new area was developed.

In his evidence, upon cross-examination by counsel for the company, Mr. Wray admitted that the proposed tariff charge of \$1.50 per month for two-party line was not unreasonable, and the inter-exchange calling rate of 4 cents was not unfair. By statement, exhibit 13, prepared by Mr. Wray, it is worked out that the present rates would average per station \$2.36, while the rates now proposed, and in abeyance, would average \$1.61, on basis of stations in service June 1, 1925, Point Grey exchange. This, outside of inter-exchange calls, effects a saving to the subscriber on the exchange rates now in force and those proposed, and now in dispute, of 75 cents per station per month, or \$9 per station per annum. On the business shown for month of December, 1924, by the same exhibit, the present rates (taken as including mileage) would average \$3.02, per station, while the proposed rates would average \$1.52 per station, a difference on the basis of the exhibit, of \$1.50 per station per month in favour of the present rates, or \$18 per station per annum. But, by exhibit 14, also prepared by Mr. Wray, who, as an expert witness, displayed every desire to assist the Board in a fair, impartial and efficient manner in dealing with the facts, he estimates, upon the basis of 732 stations in Point Grey, as of June 1, 1925 (there are now 838 or more) that the inter-exchange calling rate of 4 cents would, in the conditions shown, result in an average increase to the Point Grey subscriber of 93 cents per station per month, or \$11.16 per station per annum. This result is more or less conjectural, and, Mr. Wray very frankly stated, in submitting the exhibit (p. 2772) that as to the estimate of calls between large central points (Vancouver) and sub-areas, which was the crux of the computation, that it was his best judgment, based upon general experience, and added, in reply to a question from a member of the Board. "It is my best guess". As this exhibit contains at least the substance of the complaint against the proposed rate schedule, I will quote it,



before further commenting from the evidence upon its reliability as a basis for the complaint as to rate increase, in so far as that is a factor in this case which the Board should deal with.

Mr. Wray's figures, then, are as follows:—

**ESTIMATED INCREASE IN SERVICE CHARGES RESULTING FROM PROPOSED RATE SCHEDULE POINT GREY EXCHANGE**

(a) Average calls to Vancouver per day (June 2 and 5, 1925)....	2,135
(b) Number of stations.....	732
(c) Average Vancouver calls per station per day.....	2.92
(d) Average Vancouver messages per station per day at 75% ....	2.19
(e) Average Vancouver messages per station per month.....	60.66
(f) Vancouver toll charges per station per month—\$0.04.....	\$ 2.43
(g) Total rental December, 1924, at present rates.....	2,152 50
(h) Total rental December, 1924, at proposed rates.....	1,086 00
(i) Average number of stations.....	713
(j) Rental per station at present rates (including mileage).....	3 02
(k) Rental per station at proposed rates.....	1 52
(l) Reduction in rental per station under proposed rates.....	1 50
(m) Net increase in charges per station per month.....	0 93
(n) Total increase in charges per month on basis of June, 1925, stations.....	680 76

The item (a) is based upon a special peg count taken June 2 and 5, 1925. The item (d) is computed upon an assumption that 75 per cent of originating calls are completed. The item (e) is computed upon the assumption that the total (average) month equals 27.7 times peg count day. The item (m) of 93 cents is arrived at by deducting the net reduction (\$1.50) estimated will be effected by the new tariff, as confined to calls within the new exchange area, as above referred to, from \$2.43 the Vancouver toll charges of 4 cents per station per month on the estimated number of Vancouver calls. Based upon this computation Mr. Wray estimates that the increase per month on the basis of June, 1925, stations (732) will be \$680.76. The essential features of this computation are the ones which Mr. Wray admits are based upon conjecture, namely (a) the correctness of the peg counts of 2nd and 5th June (and the proportion, estimated at 75 per cent of completed calls) upon which the computation is based, as representing the average, in fact, of the Vancouver calls, and (b), the maintenance of the ratio of Vancouver calls, to local calls within the exchange, shown by Ex. 11 as follows:—

	Amount	Per cent of total
Local calls per day (including information and long distance) 1,463	1,463	39.6
Vancouver calls per day..... 2,135	2,135	57.7
Interchange calls per day (other)..... 99	99	2.7
Total originating calls per day.....	3,697	100

As to the first feature, the reliability of a two days peg count, as the basis of a monthly average, year by year, I think is, at any rate, too vague and indefinite a factor upon which to base a positive conclusion. As Mr. Wray frankly said it was "his best guess," doubtless the only method, and, therefore, the best available for such a computation.

By the second feature, viz., that presented by the figures in exhibit 11, quoted above, it is at least manifest that as the exchange stations increase in number, local interest increases, and the ratio of local to outside calls must change. Mr. Wray affirms this and says that the ratio of inside to outside calls depends on how the suburbs grow, and that he cannot form any opinion as to Point Grey's future. He, however, files a statement, obtained from the company (exhibit 8), showing estimated increases in population in Greater Vancouver areas, which estimates the increase in population of all the exchanges in Greater Vancouver, as of January 30, 1930. This statement shows that of all these areas Kerrisdale, with 81 per cent increase, and Point Grey with 70 per cent increase, have the highest expectations, four years hence, as to pro-

portionate increase estimated. Glenburn comes next with 37 per cent; West Vancouver, 33 per cent; Marpole, 24 per cent; North Vancouver, 21 per cent; Vancouver, Fraser and Collingwood, 17 per cent each. By exhibit 10 filed by Mr. Wray, the Point Grey area is shown as the second highest in telephone development of the whole of the exchanges in Greater Vancouver, as to residence main stations per 100 population, Kerrisdale being the highest. The company's estimates as to the future growth of this area, adopted by the applicants' engineer expert, leave little room for doubt as to the correct foresight of the company in establishing the exchange. By exhibit 10, the total stations per 100 population in Point Grey, was 23.4 as of January 1, 1925.

On cross-examination by counsel for the company upon exhibit 11 (distribution of originating calls at the Point Grey exchange), and Mr. Wray's computations in exhibit 14 (copied herein), Mr. Wray admitted that if the tariffs objected to were put in force there would be considerable reduction in the outgoing calls to Vancouver, and that such reduction might be as high as fifty per cent. He further admitted that the result would be to change the percentage of the local calls from 39.6 per cent to 68 per cent or 69 per cent of the whole, which would closely approximate the ratio in the Kerrisdale exchange, where (exhibit 12) the ratio is 66 per cent local; Vancouver, 25 per cent; and other office 7 per cent, and when this estimated reduction of outside (Vancouver) calls, with the consequent increase of local calls, was applied to Mr. Wray's estimate in exhibit 14, he admitted that if the calling rate were reduced one-half, the item of increase of 93 cents shown in exhibit 14 would be more than wiped out.

It is, I think, clear that as a factor in deciding whether the rates are unreasonable this computation, made by Mr. Wray in the utmost good faith, but as an estimate only, cannot be definitely adopted as a basis, and no other evidence to that end was submitted.

To those subscribers in the Point Grey area, whose calls to Vancouver exchanges are so frequent as to greatly increase their rates, the measured exchange service, applicable to this and seven other exchanges, covered by supplement No. 6, to C.R.C. No. 7, of the Telephone Company effective April 15, 1925, is available. This provides a rate of \$4.40 per month (with 100 free outgoing calls, all calls in excess of the first 100, 3 cents each), plus mileage from nearest Vancouver City Exchange to central office in area where service is desired at rate of 75 cents per quarter mile air line or fraction thereof. This might be suitable to meet the individual complaints of Dr. Harwood and others, who possibly were not aware that such an arrangement was open to them.

To provide for the expansion of such an extension and ever growing and changing telephone area as Greater Vancouver, embracing, as it does, a territory of 180 square miles, requires considerable foresight and judgment. The plans of the company prepared in 1908, upon expert advice, and now being followed, are not now quarrelled with by the expert witness called by the applicants who attack the rates in Point Grey area. In any event such plan and consequent development is not open to question here. Stage by stage, in pursuance of that carefully planned development policy, new exchange areas have been created, and again those have been extended, realigned or subdivided, and a scale of rates has been applied to all, which I think is reasonable, of basic equality, and which, so far as appears, is not open to attack on the ground of unjust discrimination. To disturb that basis, common to all exchange areas outside of Vancouver City exchanges, if such were found necessary, would necessitate readjustments elsewhere, and in this case I must conclude, upon the evidence, that there is no justification for such a change.

The complaint will be dismissed and the suspension order discharged.



## COMMISSIONER OLIVER:

The application of the Corporation of Point Grey, British Columbia, and of certain citizens of the Municipality of that name resident within the proposed boundaries of the Point Grey local exchange of the British Columbia Telephone Company, for the disallowance of the Telephone Company's Tariff, which had been filed with the Board on January 28, 1924, was heard at Vancouver on November 16 and 17, 1925.

The tariff had not gone into effect at the date of the hearing, it having been held in suspense by order of the Board of date October 1, 1924.

The applicants complained that the tariff as filed decreased the value and increased the cost to them of their telephone service, without justifiable cause.

The company asserted,—

(1st) That the proposed tariff did not in fact increase the average cost of telephone service to the complainants;

(2nd) That it was rendered necessary in the proper adjustment of the company's operating conditions, because of present and prospective increase of telephone business in and adjacent to the locality particularly affected.

The applicants contended that by the tariff filed January 28, 1924, the telephone subscribers in the westerly section of the region served by the Bayview station of the Vancouver city exchange area were excluded from the direct communication with the city of Vancouver which they had formerly enjoyed at a flat monthly rate, and instead were being charged a toll rate of four cents for each city call, or for each period of five minutes occupied by a single call.

Single line house telephones within the Point Grey exchange area, when connected with the Bayview station of the city exchange area, paid rates from \$2.95 to \$3.80 per month, according to their distance from the Bayview station. Beyond a mile and half from the station the rate was increased 25 cents for each quarter mile. This rate gave communication with subscribers throughout the locality proposed to be set apart as the Point Grey local exchange, as well as with the four exchanges within the city telephone exchange area, which covered a considerably greater area than the city itself.

The company proposed to give a local rate within the proposed new exchange of \$2 per single phone, plus the extra mileage charge of 25 cents for each quarter mile beyond a mile from the local exchange.

The applicants contended that the lowered exchange rate was of little practical value to them, because,—

(1st) The presently occupied area within the proposed new exchange was too small and too irregularly shaped to admit of community interest being established, that would give value to a purely local telephone service;

(2nd) That the boundaries of occupation within the proposed district were restricted by the existence of the provincial Government reserve in which the university is situated, and that there was no present prospect of the reserve being opened for residential occupation.

(3rd) That the subscribers within the area proposed to be cut off the Bayview exchange of the city telephone exchange area were, in large majority, persons whose business and social relationships were centred primarily in Vancouver city and in the various suburban areas surrounding it, rather than in the section of Point Grey municipality in which they resided;

(4th) That there was no present prospect of existing conditions changing materially within any definite period; and that,

Therefore, the tariff complained of was merely an attempt by the British Columbia Telephone Company to increase their revenue from that particular section of Vancouver's suburban area, without due warrant.

The contention of the telephone company was that the new tariff did not mean an average increase in the cost of service to telephone users within the area proposed to be set apart from the present Bayview city exchange and made an outside local exchange, would seem to me to have been met very effectually by the representations made at the hearing. There is no question that all the witnesses fully believed that they would suffer both in lessened value of service and in greater cost. As they are the persons, besides the company, who would be chiefly affected by a variation in the charges, it becomes a matter of opinion as between the two. It appears to me that the contentions of those who would have to pay might fairly be given precedence over the contentions of those who would get the money. On the question of average cost, as the municipality, representing the average subscriber, took the same view as to comparative cost as the subscribers who appeared on their own behalf, I am compelled to conclude that the average subscriber was on the same side of the question as the subscribers who appeared as complainants in the case. An expert witness for the complainants estimated that on the number of calls of last year, the increased cost to Point Grey exchange subscribers at the new rates would be \$30,000. He further assumed that because of the higher cost per call, the number of calls would decrease. Estimating that the number of calls decreased one half, the extra cost to subscribers would be \$8,000. That is, the subscribers would pay \$8,000 more than at present for half the service they had hitherto received.

The contention of the company that the readjustment of the tariff, as affecting the complainants, was necessary in the proper development of the service, was very fully considered during the hearing. It was suggested by the Company that the westward growth of the city, towards Point Grey, at the extreme western end of the peninsula, was overloading the Bayview exchange of the city area; and that having due regard to the further development of the peninsula of Point Grey, as a residential area, westward from the limits of Point Grey municipality, it became necessary to establish a new exchange westward of that of Bayview to take care of conditions, which if not then pressing, were at least in early prospect.

It does not appear to me that the suggestion of the company was sufficiently supported by the weight of evidence submitted. An expert witness for the applicants gave evidence, which was not challenged, that the Bayview office had 5,223 subscribers' lines in use, while they had room for 10,400 lines; and that increased accommodation, up to present requirements, including that of Point Grey exchange, could have been provided at less cost by increase of equipment at Bayview than by establishing a new exchange. In reply to a question, the expert witness said:—

Well, in this particular instance, because of the fact that it is a restricted area, and because of the fact that the interest of the subscribers is so markedly with Vancouver, my feeling is that the company may have been a little premature in establishing this office (Point Grey exchange). The mere establishing of an office however, need not involve rates at all.

The further argument was made for the Company that the new Point Grey exchange was necessary as a provident measure in preparation for future expansion. It would appear to me that an examination of the conditions is very far from supporting this view. The western part of the Point Grey peninsula is covered by a provincial government reserve, within which reserve the provincial university is situated. This reserve forms the westerly boundary of Point Grey Municipality, and is entirely unoccupied except for the university. No evidence was offered as to the probability, either early or remote, of this reserve being made available for residential occupation.

That being the case, the need of preparation for future expansion is confined to the part of the Point Grey exchange which is within Point Grey municipality. The actual service of the proposed Point Grey exchange is restricted



to this small and irregularly shaped area, lying between Wallace street (which is the western boundary of the Bayview exchange) and the eastern boundary of the Government, or university, reserve. In its central and widest part, this occupied area is eight city blocks from east to west. This width extends nine blocks from north to south. South of this area and between Wallace street, the west line of the Bayview exchange area, and the Government reserve, is a strip two blocks wide from east to west and fourteen from north to south. North of the western part of the central section first mentioned and fronting on English bay, the occupied area is four blocks from east to west and nine blocks from north to south, or a total of 136 city blocks in all. This area already has something over 800 telephones. While residential occupation is increasing within that area, its total extent being limited as it is, there is no visible prospect of any such large or rapid increase of telephones within its boundaries as would require the Company to install a new exchange, and much less to warrant their placing an additional charge of \$30,000 a year on present subscribers within that area. It is to be kept in mind that the Bayview exchange was only occupied to little more than half its capacity, while taking care of all the present business of the Point Grey exchange.

Besides, the irregular shape of the proposed exchange area tends to prevent the establishment of local community interest that would naturally increase the number of telephones.

In opposing the contention of the company that the new exchange was being set up only in conformity with sound business principles and forehanded telephone administration, the complainants instanced the fact that by an arbitrary adjustment of boundary, the Jericho Golf and Country Club was retained within the Vancouver city exchange area, while several city blocks in residential occupation situated considerably nearer the Bayview exchange, were excluded from the city exchange area. The grounds of the Jericho Golf and Country Club front on English bay. The golf links are immediately behind the club house grounds. The club house, with grounds is west of Wallace street, which further south is the west boundary of the Vancouver city exchange area; but at the southeast corner of the club grounds the boundary is jogged three blocks west, so as to place the club house and grounds in the city exchange area, while the golf links are in the Point Grey exchange. If circumstances and conditions as to distance and other matters did not call for the exclusion of the Jericho Golf and Country Club from the city exchange area, there cannot be any good reason for the exclusion of the row of city blocks lying west of Wallace street, which for a considerable distance are nearer to the Bayview exchange than is the Jericho Club.

In my opinion it was conclusively established by the evidence at the hearing that the tariff filed in January, 1924, provided for a substantial increase in the cost of their telephone service to the subscribers in the new Point Grey exchange area, and at the same time decreased the value of the facilities proposed to be given.

It was specifically stated at the hearing by the expert witness for the complainants, J. G. Wray, that,—

The mere establishing of an office (exchange), however, need not involve rates at all.

This statement stands without contradiction or qualification on the part of the telephone company.

I have been unable to find in the record of the evidence submitted or on the files of the Board, an indication of any change of conditions that would warrant the imposition of the increased tolls provided for by the tariff as filed in January 1924.

No evidence was offered in support of the presumed assumption that the provincial Government reserve lying immediately west of Point Grey municipi-

pality and of the occupied portion of the Point Grey telephone exchange area, at present occupied only by the university, would at any time be made available for residential occupation. In my opinion unless such occupation were in reasonably assured early prospect, there was no possible justification from an administrative point of view, why the limited and irregularly shaped occupied area of the Point Grey exchange should have been cut off from the Bayview exchange of the city telephone area.

Under these circumstances, if for any reason that might have seemed good to them, the Company saw fit to establish the Point Grey exchange, in my opinion their doing so does not carry with it the right to increase the cost of service upon their subscribers within that area, particularly in view of the statement by the expert Wray that the establishment of the new exchange does not necessarily involve the question of rates.

For these reasons I am unable to agree that the tariff of the British Columbia Telephone Company, filed with the Board on January 28, 1924, should be approved.

APPLICATIONS OF DEPARTMENT OF NORTHERN DEVELOPMENT, ONTARIO, *in re* HIGHWAY CROSSINGS ALGOMA EASTERN RAILWAY, TOWNSHIP OF MERRITT

*Judgment of Chief Commissioner, March 1, 1926, concurred in by Mr. Commissioner Lawrence*

These applications were heard at a sitting of the Board held in Toronto on January 14, 1926.

Three applications are made by the Department of Northern Development of the province of Ontario, through the deputy minister for orders of the Board under section 256 of the Railway Act, directing the Algoma Eastern Railway Company to provide and construct suitable highway crossings, at its own expense, at points indicated in the applications.

No question is raised as to the necessity or advisability of the crossings, but only as to the incidence of the expense involved.

The property of the railway company in the right of way at the locations set out in the applications is derived from a grant under the great seal of the province of Ontario bearing date, November 1, 1901, and in which the Crown reserved—

five per cent of the acreage hereby granted for roads and the right to lay out the same where the Crown or its officers may deem necessary, 'etc.'

The contention of the Department of Northern Development of the province of Ontario is that the province is senior to the railway, because in the grant by the province to the Manitoulin and North Shore Railway Company, the predecessor in title of the Algoma Eastern Railway Company, a reservation for roads and the right to lay out the same, as above quoted, was made, and being senior, it has the right to lay out the crossings at the expense of the railway company whose property or right of way is crossed.

On the other hand, the contention of the railway company is that it is actually senior to the highways, in the sense that the line of railway was constructed and in operation before these highway crossings were contemplated and, therefore, it should not be called upon to bear any expense in connection with the construction of the crossings.

The Board is not without precedent in this matter. In an application by the municipality of the township of Caldwell, for a highway crossing over the line of the Canadian Pacific Railway Company, on the town line between two townships, where no allowances had been reserved in the original survey, but where a reservation of five per cent for the purpose of building roads was contained in the patents, with the right to the Crown to lay out same where



necessary or expedient, the Board held that, in view of such reservation by the Crown, the railway company should be required to bear the expense of opening such highway across its right of way.

Township of Caldwell vs. Canadian Pacific Railway Company—9 C.R.C. 497.

Following the authority in this case, the Board made Order No. 34842, dated March 17, 1924, in connection with a like application by the Department of Lands and Forests for the province of Ontario, for authority to construct a highway over the Canadian Pacific Railway, district of Sudbury, and therein directed that the cost of construction and maintenance thereof be borne and paid by the railway company, for the same reason.

The above instances indicate the practice of the Board in applications like the present, and orders in the three cases named will be made to the like effect.

The applications directing the Algoma Eastern Railway Company to provide the three crossings at the points above named will be allowed.

*In re* CANADIAN NATIONAL RAILWAYS TRAIN SERVICE, BRIDGETOWN AND PORT WADE, N.S.

*Judgment of the Chief Commissioner, April 1, 1926, concurred in by the Assistant Chief Commissioner, Deputy Chief Commissioner and Mr. Commissioners Boyce and Oliver.*

The Canadian National Railways, operating the Halifax and South Western Railway, gave notice to the Board on the 14th day of June, 1924, of their intention to abandon the operation of that portion of the Halifax and South Western Railway between Bridgetown and Port Wade, in the county of Annapolis, province of Nova Scotia; and the council of the municipality of Annapolis county has applied to the Board for an order directing the restoration of a train service over the said portion of railway.

The application was very strongly supported by Dr. Lovett, former federal member for Digby-Annapolis, by correspondence, personal interviews, and at the public hearing held in Ottawa, March 17, 1925. It was pointed out by him, and impressed upon the Board, that to secure this service and to ensure its continuation the ratepayers of the county of Annapolis incurred and assumed large financial obligations, which are still outstanding and have to be met. It was urged that, under an agreement between the Halifax and South Western Railway Company and the provincial government, the company undertook to furnish good and sufficient accommodation for any traffic offering and such train service as may be agreed upon between the parties to the agreement; that a term of the transfer of the undertaking, franchise, and property of the Middleton and Victoria Beach Railway Company to the Halifax and South Western Railway Company was that the obligation to afford suitable facilities and train service applying to the Halifax and South Western Railway Company should extend to and apply to the Middleton and Victoria Beach Railway Company; that industries established at large expense along the line of railway, and because of the existence of the railway, would be seriously crippled, if not actually destroyed, and that great inconvenience, loss and hardship to the residents of the districts through which the railway passed would result from the abandonment of the line.

That the abandonment of the railway would cause inconvenience to the residents of the county, who have for years enjoyed railway accommodation and service, there can be no doubt, and if the matter could be considered only from the standpoint of the applicants, the Board's course would be made easy had it the power to act.

The Board's jurisdiction to make the order applied for is not clear. In the case of the Rossland Board of Trade v. Great Northern Railway Company, 28

C.R.C. 24, it was held that unless the Special Act for incorporation provides that a railway should be continuously operated, the Board has no jurisdiction to compel a railway company which has discontinued the operation of its railway owing to a deficit, to resume such operation, even though the public interest is seriously affected by reason of the discontinuance.

It may be that the circumstances here are distinguishable from that case. By chapter 1 of the statutes of the province of Nova Scotia, 1905, being "An Act Relating to the Halifax and South Western Railway Company, and the Halifax and Yarmouth Railway Company, Limited, and the Middleton and Victoria Beach Railway Company, Limited," the Halifax and Yarmouth Railway Company is authorized to sell and transfer to the Halifax and South Western Railway Company, and the Halifax and South Western Railway Company is authorized to purchase and acquire all the undertaking, franchises, and real and personal property of whatsoever kind or description and wheresoever situate, of the said Halifax and Yarmouth Railway Company (section 1), and the Middleton and Victoria Beach Railway Company, Limited, is authorized to sell and transfer to the Halifax and South Western Railway Company, and the said Halifax and South Western Railway Company is authorized to purchase and acquire all the undertakings, franchises, and real and personal property of whatsoever kind or description, and wheresoever situate, of the said Middleton and Victoria Beach Railway Company, Limited, (section 4).

Section 8 of this Act provides as follows:—

The said undertaking, franchises and real and personal property of the Halifax and Yarmouth Railway Company, Limited, and of the Middleton and Victoria Beach Railway Company, Limited, shall, upon the completion of the respective sales and transfers thereof to the Halifax and South Western Railway Company as hereinbefore provided for respectively, be and become a part of the railway system of the Halifax and South Western Railway Company, and shall be subject to all enactments and regulations applicable to the Halifax and South Western Railway.

The Halifax and South Western Railway Company entered into an agreement with the Government of the province of Nova Scotia, dated August 20, 1901, which was ratified and confirmed by Act of the provincial legislature, chapter 1 of the statutes of 1902, by which the company covenanted and agreed to and with the government, *inter alia*, as follows:—

(6) That the company will upon and after the completion and equipment of the said lines of railway and works appertaining thereto, maintain, and keep the same and the equipment required therefor in good and sufficient repair and in working and running order, and will continuously well and faithfully work, maintain, and operate the said lines of railway in such manner as to afford good and sufficient accommodation for the traffic thereof, and will run at least one passenger train daily each way (Sunday excepted) at a moderate rate of speed, and such other train service as may be agreed upon between the parties hereto.

The Halifax and South Western Railway Company was acquired by the Canadian Northern in 1914, and became part of that company's system through ownership of its entire capital stock.

Counsel for the railway company argued that the company's undertaking under the agreement was limited to the main line of the Halifax and South Western Railway Company, and did not extend and apply to any and all branches of that railway, that it would be a long stretch to say that because the company bought a branch line and added to it new conditions, "that the enactments and regulations applying to the main line should apply to the branch lines, and that we would be called upon to run a train each way per day". He contended, further, that even if bound by that agreement, the moment the company decided to abandon the line and go out of business, whatever remedy there might be under that contract could not be made applicable here, and that the Board was divested of all jurisdiction over a railway when operation of that line was abandoned.



I am not prepared to decide that this is the effect of the provisions referred to and that the service the Halifax and South Western Railway Company obligated itself to furnish may not be extended to include and apply to any lines of railway it later acquired and which became part of its system. In the conclusion I have come to however as to the disposition to be made of this case, having regard to existing circumstances and conditions, it is not necessary to decide the point.

The portion of the line affected extends from Middleton to Port Wade, a distance of 39.2 miles.

Bridgetown is a station on the branch, 13.8 miles from Middleton, and beyond that point the traffic for years has been very light.

In a letter to the Board under date of June 14, 1924, the Canadian National Railways indicated their intention to abandon the service between Bridgetown and Port Wade, having pointed out that for the 25.4 miles involved, the earnings per mile were approximately as follows:—

1920.....	\$233 00
1921.....	374 00
1922.....	279 00

And it was also shown that a number of bridges and other structures would require rebuilding immediately, if the operation of the road were to be continued further than Bridgetown, and that the amount of money necessary for such betterment required on that section alone, was estimated at \$74,950 chargeable to capital, and \$28,200 to maintenance.

When the matter was heard before the Board in March, 1925, it was shown that a modification of the intention indicated by the letter of the previous year had been made, and that the proposed abandonment was confined to that portion of the line running from Granville Centre to its terminus at Port Wade, a distance of some 17 miles.

Continuing their traffic figures, it was shown that between Granville Centre and Port Wade, which is the abandoned portion of the line, there was in the year 1923 a movement of 100 cars of gravel or ore which had been lying in pockets at Port Wade and had been disposed of for road making purposes, and this was practically all the traffic which originated west of Granville Centre, with the possible exception of two or three cars of apples from points close at hand; and that in the year 1924, a total of 58 cars of pulpwood comprised the total traffic on that section of the line.

From Middleton to Granville Centre the operation of the road has been as follows:—

From Middleton to Bridgetown, one train per week;

And from Bridgetown to Granville Centre, as occasion demands;

In the time when apples are moving, weekly trips are run when required, and other freight taken care of.

In the year 1924, the total freight traffic from Middleton to Granville Centre amounted to approximately 420 cars, of which 90 per cent were apples from warehouses located at intermediate points between Middleton and Bridgetown.

The passenger traffic is represented as almost nil and without much chance of improvement, because the people are said to be wealthy and use their automobiles in travel.

It was further pointed out that in order to put the line in shape for operation between Granville Centre and Port Wade, which is the part abandoned, would cost \$136,650 and entail an annual maintenance cost of \$28,200.

In these circumstances, I do not feel that the Board would be justified in directing the restoration of this service, even assuming it has the power to do so.

It was further urged that, under the Special Act, chapter 13 of the statutes of 1919, section 19, the company could not abandon the operation of any lines,

or parts of lines, of railway without the approval of the Governor in Council, upon the recommendation of the Board. This would be true if the Special Act applied to the Halifax and South Western Railway Company.

Section 11 of the Special Act provides that the Governor in Council may from time to time, by Order in Council, entrust to the company, that is, the Canadian National Railway Company, the management and operation of any lines of railway, or parts thereof, which may be from time to time vested in or owned, controlled, or occupied by His Majesty. The Governor in Council has not yet, by Order in Council, entrusted the management and operation of the Halifax and South Western Railway Company to the Canadian National Railway Company, and until that is done, my view is that the Canadian National Railways' Act, to which reference has been made, does not apply to it.

The only railways brought within the purview of that Act to date by the necessary Order in Council are the Grand Trunk Railway Company and the Government Railways, for example, the Intercolonial, Grand Trunk Pacific, and Transcontinental, the latter in respect of the operation of a railway (as distinguished from the construction or maintenance of a railway).

Consequently, in my view, section 19 of the Special Act does not apply in this case, and the consent of the Governor in Council, upon the recommendation of the Board, before the abandonment of the line, was not necessary. For the reasons stated, the application is refused.

APPLICATION OF JOHN A. KELLY, SAINT JOHN, N.B., *re* HEATER CAR SERVICE, C.P.R.

*Judgment of the Assistant Chief Commissioner, May 25, 1926, concurred in by the Chief Commissioner and Mr. Commissioner Oliver*

Application is made to have the Canadian Pacific Railway take over the heater service involved. In essence, the application is that the Canadian Pacific Railway should take over the service and run the cars handling in less than carlot shipments without any limit as to the minimum weight.

The existing Canadian Pacific Railway tariff is Tariff C.R.C. No. E. 4126, effective August 1, 1924. It was preceded by C.R.C. No. E-3839, effective March 18, 1921. The provisions in the two tariffs are the same, except that in the tariff effective March 18, 1921, No. 8 covered the roads which would not accept less than carload shipments requiring heated car service. In the tariff now effective the same exception is made in rule 7 (b); and rule 7 of the tariff of 1921 is now rule 6 of the existing tariff, while rule 6 of the tariff of 1921 is covered by 7 (a) of the existing tariff. The tariff provisions as they stand are that in the case of heated refrigerator cars, shipments in less than carloads, the conditions are as follows:—

1. A charge of ten per cent (10%) of the freight charges will be assessed in addition to the freight charges.
2. Actual weight will be charged for, subject to a minimum of 15,000 pounds per car. When shipments aggregating less than 15,000 pounds are offered, the shortage in weight will be distributed pro rata over the various shipments in the car.
3. Shipments must be carted and loaded in the car by the shipper in the order in which the shipments are to be unloaded at destination.
4. Cars will not be furnished for shipments requiring transshipment from the original car for destinations off the direct route of the car.
5. Cars will be furnished only for shipments destined to points on the same or two consecutive way-freight runs. Shippers can obtain information as to the territory covered by way-freight runs from agents.
6. Freight charges must in all cases be prepaid.

The question involved turns on the 15,000-pound minimum. There is no question raised as to the physical impossibility of loading 15,000 pounds into the car, as it will be indicated later that the average loading is much in excess of this. The car loading may be made up of fruit, vegetables and other commodities. The railway does not solicit freight to fill the car, the shippers are,



in practice, required to take this up with the local agents and arrange matters between themselves. There is no limit on the number of openings of the car in transit. It is complained that there is difficulty in loading to the minimum. If the carload is below the minimum the difference is a penalty. It is admitted in evidence that during the past winter season there was no difficulty in loading to the minimum.

Returns were given by the Canadian Pacific covering movements from November 11 to March 16. In the period, November 11 to November 25, three cars moved; in December, between the 2nd and the 30th of the month, twelve cars moved; in January, between the 6th and the 26th of the month, eight cars moved; in February there were ten cars, while in March between the 2nd and the 16th of the month, there were ten cars. It is to be noted that the service is a fairly frequent one.

Of the cars so moved the average loading of fruit in pounds was 12,420, and of vegetables 2,334 pounds, giving a loading of fruit and vegetables amounting to 14,754 pounds. Other commodities loaded into the car amounted to 11,234 pounds, giving a grand total average loading of 25,988 pounds per car. The points served from St. John are quite numerous; for example, cars with destinations out from McAdam to Edmundston serve some sixteen points. Destinations, Fredericton Junction to Chipman, some eight points are shown as being served. Destinations, Aroostook to Edmundston, eight points. Destinations, Hartland and Edmundston, fifteen points.

It will be noted that the total average loading of fruit and vegetables was within 246 pounds of the 15,000-pound minimum, and with the addition of other commodities, as set out, brings the grand total up to 25,370 pounds which apparently removed the possibility of any penalty attaching to the minimum being effected.

In order that the figures may be more clearly understood a further analysis may be given. In the total of cars carried in the period in question there were four whose total loading was below the minimum of 15,000 pounds.

(1) Car C.P. 284184, moving on November 17 from St. John to McAdam and Edmundston and intervening points, had a total loading of 13,250 pounds of which 9,990 pounds were fruit and 2,310 pounds vegetables, and 950 pounds other commodities. The total was thus 1,750 pounds below the minimum and there resulted a penalty charge of \$17.11 distributed among the various shippers. The car in question shows shipments to sixteen points. The shipments of fruit averaging from 40 pounds to 2,140 pounds, the average shipment being 621 pounds.

(2) Car C.P. 286370, on November 25, moving from St. John to McAdam and St. Basil and intervening points, fourteen in all, had a total loading of 14,980 pounds, of which 12,870 pounds were fruit and 1,550 pounds vegetables. The total loading being so close to the minimum no penalty was attached.

(3) Car C.P. 286499, December 17, moving to McAdam and Edmundston and intervening points, eleven in all, had a total of 9,150 pounds, 7,990 pounds of this being fruit. This was treated as an overflow from car 284762 which moved on December 16 and had a total loading of 29,790 pounds, of which 21,770 pounds were fruit. On account of it being treated as an overflow no penalty attached to the car which was loaded to 9,150 pounds.

(4) Car 286364, moving on February 23, destination Aroostook to Edmundston, seven points in all, had a total loading of 14,940 pounds, of which 5,130 pounds were fruit. The total loading being so near the minimum no penalty was charged.

It will thus be noted that during the movement for the winter months concerned there was only one car on which penalty accrued.

Averages by months of the items of fruit and vegetables may be set out. It has already been noted that the total average is much in excess of the 15,000-pound minimum. The figures that follow relate to fruit and vegetables alone:—

For November the average loading of fruit was 11,770 pounds and for vegetables 2,543 pounds, a total of 14,313 pounds. For December the average loading of fruit was 15,095 pounds, and for vegetables, 1,010 pounds. A total of 16,105 pounds. In January, while it is pointed out that the total loading is much in excess of the 15,000-pound minimum, the average of fruit and vegetables fell. In the case of fruit there were 10,341 pounds, and vegetables, 2,621 pounds, or a total of 12,962 pounds. For February, fruit averaged 11,656 pounds, and vegetables 3,256 pounds, or a total of 14,912 pounds. For March, the fruit averaged 10,180 pounds and the vegetables 2,528 pounds, or a total of 12,708 pounds.

While the loading during 1925 both as to averages and as to individual cases was, almost without exception, in excess of the minimum, and while the exception arising entailed penalty only in one case, it was claimed that there were special seasonal difficulties in getting the loading. Mr. Willett, one of the witnesses, said that traffic was light during the holiday season from November. It was stated, in evidence, that from the 15th of December until January 30 it was impossible for all of the fruit dealers of St. John to load a car as far as Edmundston.

If the averages of all cars moving to all destinations between December 16 and January 30 are taken, the following averages are available:—

	Pounds
Fruit .....	13,270
Vegetables .....	546
Other commodities.....	8,933
Total .....	<u>22,749</u>

Special reference has been made to the cars moving to Edmundston and intervening destinations, and the difficulty of loading them during the period from December 16 to January 30. The following averages on cars to Edmundston and the period in question are available:—

	Pounds
Fruit .....	9,748
Vegetables .....	2,492
Other commodities.....	12,061
Total .....	<u>24,301</u>

Included in this average and thereby bringing down the general total is car 286499, moved on December 17, whose total contents were 9,150 pounds, the fruit factor representing 7,990 pounds. This is the car, however, which has already been referred to as having been given the advantage of an overflow rate without penalty.

The quantities of fruit and vegetables vary. In a car which moved on December 30 there were 3,310 pounds of fruit and 330 pounds of vegetables—3,640 pounds in all. In the month of January the figures show a sharp upward movement. January 13, one car had 9,720 pounds of fruit and 2,240 pounds of vegetables—11,960 pounds in all. One week later another car moved with 9,670 pounds of fruit and 3,630 pounds of vegetables, or 13,300 pounds in all, while on January 20 a car moved with 16,070 pounds of fruit and 4,430 pounds of vegetables.

That the cars can load much in excess of the 15,000 pounds minimum was admitted in evidence. The general averages in this regard, which are above set out, bear upon this matter. Attention may be drawn to car C.P. 287603 which moved December 16, with destinations Fredericton and Fredericton Jct.,



with a loading of 40,400 pounds. Of this, fruit represented 24,640 pounds, vegetables 210 pounds, and other commodities 15,550 pounds. There is no question then as to the physical ability of the car supplied to carry more than 15,000 pounds. What is raised is the question of the commercial minimum. Whatever weight should properly be given to the commercial minimum, it is to be noted that in the present case the loading of fruit and vegetables is relatively close to the 15,000-pound minimum, and that the total made up by the addition of other commodities to the fruit and vegetables is only in one case below the 15,000-pound minimum.

I am of the opinion that the existing arrangement is not unreasonable, and that the application has been unsuccessful.

COMPLAINT OF DOMINION MILLERS' ASSOCIATION IN *re* STOP-OFF CHARGE ON BULK EXPORT GRAIN, FORT WILLIAM TO ATLANTIC SEABOARD, CANADIAN PACIFIC RAILWAY AND CANADIAN NATIONAL RAILWAYS.

*Report of Chief Traffic Officer of Board, December 24, 1925, issued as judgment of Board. Dissenting judgment of Mr. Commissioner Oliver, April 3, 1926.*

The contention of the Dominion Millers' Association, per its secretary, Mr. C. B. Watts, is that the intention of the Board's General Orders, No. 354 of January 4, 1922, and No. 391 of January 31, 1924, was to provide milling in transit privilege based on the export grain rate plus stop-off charge of 1 cent. The complaint is that the railway companies have not made provision accordingly in their tariffs, and refuse to do so.

While the complaint as launched in Mr. Watts' letter of January 10, 1925, was directed only to the rates from Fort William to the Atlantic seaboard, when the matter was heard by the Board at its sittings in Ottawa on April 21, Mr. Watts also made the same complaint with respect to the ex-lake rates from Canadian Bay ports to the Atlantic seaboard.

Mr. Watts referred to ex-lake export rate of 14.34 cents on wheat from Bay ports to Montreal, pointing out that adding 1 cent for stop-off would make a rate of 15.34 cents, whereas the rate published on ex-lake grain from Bay ports, milled in transit, and reshipped to Montreal for export is 17½ cents, including a stop-off charge of 1 cent. So far as relates to export rate from Fort William, milled in transit at Renfrew (which is on the direct line), the rate to Montreal is 37½ cents, including stop-off charge of 1 cent.

Contending, therefore, that the intention of the Board's General Orders Nos. 354 and 391 was to provide on this traffic, when milled in transit, the export grain rate plus stop-off charge of 1 cent, it is alleged that the tariffs of the railway companies are not in compliance with the General Orders in question.

General Order No. 354, dated January 4, 1922, reads:—

*The Board Orders:* That all railway companies subject to the jurisdiction of the Board file tariffs, effective not later than the 1st day of February, 1922, showing a charge of one cent per 100 pounds for the stop-over privilege on all grain for storage, milling, malting, or other treatment; such privilege to be granted for all grain produced in Canada, subject to a reasonable charge for out of line hauls.

General Order No. 391, of January 31, 1924, provides:—

*The Board Orders:* That the maximum stop-off charge for milling grain in transit at stations within Canada shall be 1 cent per 100 pounds, regardless of the final destination of such traffic.

In connection with this milling in transit traffic there may be some confusion if it is not kept clearly in mind that there are two distinct factors, (1) the rate itself, and (2) the charge for the stop-off privilege. A careful reading of the Board's General Orders Nos. 354 and 391 will show that they dealt only with

the factor represented by the charge for the stop-over privilege; they directed no change in the basis of the rate itself. However, if there could be any doubt from the wording of these orders as to the intention, subsequent proceedings should most effectively make the situation clear. In the first place, shortly after the issuance by the railway companies of tariffs in compliance with General Order No. 354, the question of the rates provided therein for out of line haul was raised upon application of the Canadian National Millers' Association and the Dominion Millers' Association, and this was dealt with by the Board's General Order No. 357 of February 14, 1922. There was no contention then raised that General Order No. 354 had been violated, or not properly complied with, in that the rates published were not the export grain rates plus 1 cent stop-off. Subsequently, there was before the Board the application of the Dominion Millers' Association regarding the difference between the wheat and flour rates from the Bay ports to Atlantic ports for export. This application is covered by the Board's Order No. 32227, dated March 13, 1922, and judgment dated March 6, 1922, Vol. XII, Board's printed Judgments and Orders, p. 1. In this case, again, it was not contended by the Dominion Millers' Association, or any of the other parties to the application, that export grain rates, plus 1 cent stop-off were properly applicable. What was asked was that the spread between the rates on wheat and flour should be narrowed. If, at the time these two cases were under consideration by the Board, there had been non-compliance with an order of the Board it would have been taken cognizance of and such direction as necessary made.

Reference was made to this by Mr. Watts, who stated that when the latter case was before the Board he was not sure that General Order No. 354 directed the railways to establish the grain rates, plus stop-off charge, on this milled in transit traffic, but he contended that General Order No. 391, subsequently issued, read in conjunction with General Order No. 354, made it clear that the export grain rate, plus 1 cent stop-off, should apply. There is clearly a misunderstanding here. The issue that was before the Board was that General Order No. 354 had not been interpreted by the railway companies as applying on traffic exported via American ports, and General Order No. 391 provided that the stop-off charge should not exceed 1 cent "regardless of the final destination of such traffic." In other words, this was an extension of the application of General Order No. 354, and that is as far as the order went.

It may be further pointed out, however, that subsequent to all these proceedings, the Board issued its General Order No. 400 on May 14, 1924, in which it prescribed specifically the rates on this traffic from Bay ports, and which are the rates now published in the tariffs of the railway companies. These rates are not the export grain rates, plus 1 cent, but are higher, as they have been for a great many years. The situation is, therefore, that in 1922 the difference in these rates was specifically before the Board and held to be justified, and subsequently, in 1924, by General Order No. 400, the Board prescribed the rates that are at present in effect. Summarized, therefore, Order No. 32227 and General Order No. 400 dealt with factor (1), viz., the rate itself, while General Orders Nos. 354 and 391 dealt with factor (2), i.e., the charge for the stop-off privilege. Mr. Watts' contention, however, in effect is that General Orders Nos. 354 and 391, dealing with the stop-off charge only, should be construed not only as dealing with the rates rather than the stop-off charge but also as entirely reversing and changing the findings of the Board as covered by its Order No. 32227 and General Order No. 400, notwithstanding that the latter was issued subsequent to General Orders Nos. 354 and 391.



With regard to Fort William, for many years the rate on wheat, milled in transit, and the flour shipped to Montreal, Quebec and Atlantic seaboard ports for export, has been the *flour* rate plus stop-off charge. The export rates from Fort William have been predicated upon the rates contemporaneously in effect from Duluth and St. Paul, and in both cases the rates applied on the milled in transit traffic have been the *product* rates plus the stop-off charge, rather than the grain rates.

Mr. Watts laid stress on what he described as two sets of grain rates from Fort William to Atlantic ports. At pp. 430 and 431 of the evidence it is stated:—

MR. WATTS: C.R.C. Tariff No. E-3918 did not contain two sets of grain rates until Supplement No. 21 was issued on February 15, purporting to carry out Order No. 391.

That is a very important point, gentlemen, that "until the 15th of February."

THE CHIEF COMMISSIONER: What year would that be, Mr. Watts?

MR. WATTS: That would be in the year 1924. That until the 15th day of February, when Supplement 21 was issued, and that was issued to carry out the order of the Board that the stop-over charge should only be one cent, that until that date there had not been as far as I have any knowledge, two sets of grain rates in the tariff from the same point of origin to the same destination, one higher than the other.

Then, for the first time, two sets of wheat rates appeared in the portion of the tariff applying to Fort William, plainly showing an attempt to circumvent the order of the Board.

The situation is that as of the date mentioned by Mr. Watts, viz., February 15, 1924, the following rates were in effect from Fort William to Montreal (for direct shipment): Wheat (in bulk), 34½ cents; wheat (in packages), 35½ cents; grain products, 35½ cents.

Wheat ex Fort William in bulk, and bagged or cleaned in transit at a point on the direct line, reshipped thence to Montreal as wheat, was provided with a rate of 35½ cents, or 1 cent for stop-off charge. Wheat ex Fort William, milled in transit on direct line, and the flour exported via Montreal, was provided with rate of 36½ cents, or a stop-off charge of 1 cent over the *flour* rate from Fort William. Under the terms of the Canadian Pacific Railway's tariff C.R.C. No. E-3918, previous to the issuance of Supplement No. 21, a shipment of wheat bagged or cleaned in transit without changing the form of the commodity, would have been charged the flour rate of 36½ cents, so that the change made on that date, as indicated by symbol in the tariff, provided for a reduction in the case of grain bagged in transit, and this is the only practical effect of any change made in the tariff at that time. Mr. Watts also referred to the tariff at this time making a distinction in the rate to Montreal as between "wheat in packages" and "wheat in bulk", but this was not new, as these rates had already been previously published in Canadian Pacific Railway's Tariff C.R.C. No. E-4074.

As to Mr. Watt's submission that "where two rates on bulk grain are in effect from the same shipping point to the same destination for export the stop-off charge shall apply on the lowest rate", the fact that the bulk grain rate is not the basis for the rate on the milled in transit traffic really makes it unnecessary to deal with this, although it may be stated that examination of the tariffs does not show two rates published on bulk wheat for direct movement from Fort William to Montreal. The only rate for direct shipment is that of 34½ cents. The other rate, which it is assumed Mr. Watts has reference to, of 35½ cents, applies on a shipment that is stopped off in transit, and the difference is not one of rate, but the addition of 1 cent stop-off charge.

The railway companies, under the various decisions of the Board, are justified in their refusal to apply the stop-off charge to the export grain rates on this traffic and their tariffs, as now in effect, are not in violation of the orders of the Board, and the difference in the rates is held to be justified.

## COMMISSIONER OLIVER:

By Orders of the Board No. 354 and 391, a stop-off charge for milling in transit of 1 cent per 100 pounds was established.

Wheat rate Midland-Montreal is 14.34 cents per 100 pounds.

(C.N.R. Tariff E-979, September 8, 1925.)

Wheat milled in transit is  $17\frac{1}{2}$  cents per 100 pounds.

(Supplement No. 43 to C.N.R. Tariff E-447.)

Wheat rate, Fort William-Montreal, is  $34\frac{1}{2}$  cents per 100 pounds.

(Supplement No. 13 to C.P.R. Tariff E-4119.)

Flour rate, Fort William-Montreal, is  $35\frac{1}{2}$  cents per 100 pounds.

(Supplement No. 13 to C.P.R. Tariff E-4119.)

Wheat rate, Fort William-New York, etc., is  $35\frac{1}{2}$  cents per 100 pounds.

(C.P.R. Tariff E-4119.)

Flour rate, Fort William-New York, etc., is  $36\frac{1}{2}$  cents per 100 pounds.

(C.P.R. Tariff E-4119.)

The Millers' Association contended that wheat milled in transit should carry the wheat rate through from point of shipment to point of destination, plus stop-off charge of 1 cent per 100 pounds. The railway companies contended that wheat milled in transit should carry the flour rate from point of shipment to destination.

West of Fort William grain and flour take the same rate per 100 pounds to Fort William. East of Fort William, as shown by the through tariffs quoted, flour takes a through rate of 1 cent per 100 pounds higher than wheat to all destinations. Accepting for the time being this difference in rate between wheat and flour east of Fort William as a fixed fact, and giving due weight to Orders 354 and 391, fixing the stop-off charge at 1 cent per 100 pounds, the rate on wheat milled in transit at Ontario and Quebec points should be 2 cents per 100 pounds higher than the rate on wheat carried through as wheat from Fort William, or points east thereof, to destination—one cent because of the difference in the through rate between flour and wheat and the other cent because of the stop-off charge.

But the wheat rate Midland to Montreal is 14.34 cents per 100 pounds, while the milled-in-transit rate on wheat between the same points is  $17\frac{1}{2}$  cents per 100 pounds, an excess of 1.16 cents over what would appear to me to be the proper "milled-in-transit rate" if the words are used as having their proper and generally accepted meaning.

It was argued by the railway companies that the rate of  $17\frac{1}{2}$  cents, as authorized by the Board's Order No. 400 of date May 14, 1924, was a separate and specific rate and that the rate of 14.34 cents had no relationship to it. No doubt it is within the power of the Board to establish one rate on wheat and another and higher rate on flour or other product of wheat milled in transit, but I am unable to reconcile the declared and evident purpose of Orders 354 and 391 with such exercise of authority. If a stop-over charge for wheat milled in transit is authorized by the Board it appears to me that that rate must be considered as effective as applied to wheat; and that it cannot be displaced by a separate and higher rate on grain milled in transit, without regard to the rate on wheat, until the stop-off charge for milling wheat in transit has been specifically repealed or amended by the Board.

So far as I can recall the evidence at the hearing, and so far as I can find by a search of the report of the evidence given, there has been no repeal or amendment of the Board's Orders 354 and 391, fixing the stop-off charge. Therefore I am compelled to hold that the complaint of the Dominion Millers' Association is well founded and that an order of the Board should issue accordingly.



*In re* RE-LOCATION OF CANADIAN PACIFIC RAILWAY STATION AT GRAND PILES, P.Q.

*Judgment of Asst. Chief Commissioner, June 30, 1926, concurred in by Mr. Commissioners Boyce and Lawrence*

The Canadian Pacific Railway station at Grand Piles was destroyed by fire on August 24, 1925. The provision was made thereafter for temporary facilities. The station which was destroyed was a non-standard one and was built in 1904. The dimensions were 20 feet 8 inches wide by 30 feet 8 inches long, and 20 feet from floor to eaves. It was of wooden construction, with post foundations. It comprised one waiting room, an office and a small baggage room.

On March 1, 1926, the railway made application for approval of proposed relocation of station at Grand Piles, furnishing plans therewith showing the proposed relocation. They also filed plans showing detail of the station.

The proposed station is a building 48 feet 10 inches long by 18 feet wide. It contains a general waiting room 12 feet 2 inches by 18 feet, a ladies waiting room 12 feet by 18 feet, with lavatory accommodation for each of these waiting rooms. There is a baggage and express room 12 feet by 18 feet; telegraph and ticket office 10 feet by 12 feet. There is an 8 foot platform at either end of the building and a platform 200 feet long at the front.

The facilities proposed are much better, more commodious and more modern than in the old building, which was destroyed by fire.

The location plan was approved by the town of Grand Piles, which is also spoken of as the municipality of St. Jacques-des-Piles. The municipality of St. Jean-des-Piles objected to the relocation, and asked for construction on the former site. It is set out that the municipality of St. Jean-des-Piles is situated on the opposite side of the St. Maurice river from St. Jacques-des-Piles, about 1,600 feet from the former station site which was destroyed by fire. It is claimed that the old station being situated close to the ferry saved expense of carting from the ferry to the railway station, and that if the railway company changes the site of the station, as proposed, it will impose additional cost of cartage from the ferry to the proposed station location on the farmers and others, from the municipality of St. Jean-des-Piles, using the station. The new station location, as checked by the Board's Engineering Department is at a point 275 feet south of the old station.

The claims of the two municipalities as bearing upon the location of the new and improved station, have been carefully considered. As pointed out, the new station gives much better facilities than the old station, and it is only some 275 feet away from the site of the old station. In dealing with the matter of approval of station locations, as in other matters, the Board is given no managing function over the railways subject to its jurisdiction. The railway exercises the initial discretion in the matter of filing plans, for example, as to station location. The Board's right to intervene arises when there has been a misuse of the railway's power, and a disregard in exercising its discretion of the public interests concerned. The initial discretion as to the location of stations should be that of the carrier and the Board is justified in intervening only when there has been unreasonable exercise of this discretion or when there are exceptional circumstances.

—*Hartin et al vs. Canadian Northern Railway Co'y, 21 Can. Ry. Cases, 437.*

Where there are contending applications for the location of a station, the Board has held that it should only intervene in the case of unjust discrimination between the railway company and the landowners.

—*Druid Landowners vs. Grand Trunk Pacific Company, 14 Can. Ry. Cases, 20.*

Where there has been a case of a question of agreement or bad faith on the part of the railway, the Board has felt justified in intervening.

—*Kelly vs. G.T.P. Railway Co'y, 14 Can. Ry. Cases, 15.*

In the present instance, I do not consider that it has been established that the railway is making an unreasonable exercise of the discretion which it has under the Railway Act. It does not appear that there is any such discrimination against a landowner, or landowners, as would justify the Board interfering. Having in mind, (1) the short distance from the old location to the new location; (2) the very much improved facilities afforded by the larger station on the new location; (3) the discretion in regard to management given the railway under the Railway Act; (4) the limitations imposed upon the Board in respect of interference with the managing functions of the railway (see considerations set out above), I am of the opinion that the railway's application should be granted.

COMPLAINT OF JOHN BROWNLEE & CO., GALT, ONT., *re* DEMURRAGE CHARGES,  
C.N. RYS.

*Report of Chief Traffic Officer of Board, July 15, 1926, concurred in by Board*

Manager Collins of the Canadian Car Demurrage Bureau of Montreal has submitted his complete file of papers relating to this demurrage charge. The record of the car is as follows: It arrived at Kitchener on November 26, 1925, consigned to J. Brownlee & Co., who were notified November 27. On same date they ordered the car delivered to the Huether Brewery Company. Tender of the car was made to Huether Brewery Company, but they were advised by the railway company that before the car would be placed for unloading the freight charges must be paid. Under the terms of the conditions of the bill of lading, the railway company is within its rights in refusing to deliver or relinquish possession at destination of the property covered by the bill of lading until all charges thereon have been paid. Although it appears that the Brewery Company advised the agent they would send over a cheque for the charges against this car, it did not arrive. Finally, on December 3, the Brewery Company refused the car. The railway agent states they had been twice called before that date concerning payment of charges and arranging to unload the car. On refusal of the car by the Brewery Company on December 3, it reverted to the possession of John Brownlee and Company, who, on December 4, reconsigned the car to the Interior Hardwood Company, the car being placed for the latter on December 5 and released by unloading December 8.

The Canadian Car Demurrage rules, as authorized by the Board, provide that "cars held for or by consignor or consignee for loading, unloading, forwarding directions, or for any other purposes" shall be subject to the demurrage rules. Demurrage rule 3 allows 24 hours free time allowance for reconsignment in same car; and 48 hours free time (exclusive of Sundays and legal holidays) is allowed for loading or unloading all commodities.

Rule 9 provides that after the expiration of the free time allowed the following charges shall be made for each day until the car is released: for the first day or fraction thereof of delay, \$1; for the second day or fraction thereof of delay, \$1; for the third and each succeeding day or fraction of a day, \$5.

This car was held for the purpose of obtaining payment of the freight charges from the Brewery Company, to whom the car had been turned over by the original consignees, and no free time is allowed for payment of freight charges. Such a free time allowance was not provided for in the rules because it is really unnecessary as consignee can pay freight charges immediately upon being notified, which is usually before the car has been placed and before any question of demurrage is involved, or after placing and within the free unloading time. In this case, the car was reconsigned to the Brewery Company November 27 and demurrage accrued awaiting payment of freight charges. Demurrage



was charged for November 28 and 30 (29th was Sunday) and December 1, 2 and 3, making two days at \$1 each, and three days at \$5 each, a total of \$17, as assessed. When the car reverted to original consignees, J. Brownlee & Company, on December 3, it was reconsigned by them December 4 to the Interior Hardwood Company, and was unloaded within the free time after being placed, so that no further demurrage accrued against the car. Obviously, the free unloading time was not allowed while car was held awaiting payment of freight charges, as the unloading time allowance follows the car and is made when the car is finally placed for unloading.

Complainants allege that they are not responsible for the demurrage charges that accrued and that the railway company should consequently refund same. It would seem clear from the record that complainants were not responsible for the demurrage charges; the Brewery Company would seem solely responsible. However, when the Brewery Company refused to accept the car and its possession reverted to the complainants, then the demurrage charges followed the car, and, in my opinion, would clearly have to be assumed by complainants regardless of the question of their responsibility for same being incurred. Under the provisions of the car demurrage rules, the railway company is properly entitled to, and correctly assessed, the demurrage charges, and same are a lien against the shipment. I consider the demurrage charge has been properly assessed by the railway company, and is a matter for adjustment between the complainants and the Huether Brewery Company.

APPLICATION OF NATIONAL EXPLOSIVES LIMITED, OTTAWA, *re* FREIGHT LOTS OF EXPLOSIVES EAST OF WINNIPEG, EXCEPT ON OTTAWA AND NEW YORK RAILWAY

*Judgment of Assistant Chief Commissioner, July 31, 1926, concurred in by Mr. Commissioners Boyce and Lawrence.*

Under existing conditions, the Canadian National, the Canadian Pacific Railways, and certain other eastern Canadian carriers apply on high explosives, in less than carloads, a rate of double first class, with a minimum of 5,000 pounds, for a single shipment. For two shipments to the same destination, in the same car, the minimum requirements of each is 3,000 pounds. In the case of three or more shipments to the same destination, the minimum is 2,500 pounds. The applicant is asking that the charge be three times first class, with no weight minimum.

In the application, the territory in which relief is asked for is set out as being "east of Winnipeg." As a matter of strict accuracy, the territory actually involved is that east of Port Arthur, Ont., and the minimum charge attacked as being unreasonable is that applying therein. West of that point there is a much lower minimum. The Ottawa and New York Railway was excepted, as it published a very low minimum rate which is not complained of.

As was pointed out in the application of the *Canadian Explosives, Ltd., Montreal*, for a reduction in rates on *High Explosives in Canada*, Board's *Judgments & Orders*, Vol. 15, p. 307, receipt for carriage of high explosives is, under the classification, at the option of the railway.

In addition to the minimum above referred to, the Canadian Pacific Railway has between Port Arthur, Ont., and Chapleau, Ont., a provision for minimum weight of 2,500 pounds. The Canadian National also allows exception in the case of less than carload shipments of high explosives for *bona fide* prospectors, providing that between stations Amos, P.Q. to Tashota, Ont., inclusive (not exceeding one standard case), these may be carried at double first class, actual weight. Minimum charge for any one shipment, \$6. Between Port Arthur, Ont., and Hearst, Ont., inclusive, there is a rate of double first class, actual weight; minimum 2,500 pounds.

There are in effect throughout Canada uniform regulations authorized by the Board governing the description, packing, marking, loading, staying and handling of explosives.

The minimum charge for high explosives has already been set out. In the case of powder, black, brown or smokeless, for blasting, cannon and small arms, the charge is double first class for the actual gross weight, with a minimum charge of 100 pounds at first class rate, but not less than 50 cents.

In the case of fulminates, detonators, blasting caps, percussion caps, detonating fuses (except safety fuses), and projectiles containing explosives, the charge is double first class for the actual gross weight, with a minimum charge of 100 pounds at double first class rate, but not less than 50 cents.

Dynamite, when shipped from specified stations under the name "stumping powder—high explosives," accompanied by certificates to the effect that it is to be used only for clearing stumps from farm land, is charged first class standard mileage rates, minimum charge 100 pounds, but not less than 50 cents.

In Western Canada, the charge on high explosives contained in the class with which the present application is concerned is double first class at actual gross weight, with a minimum for single shipments of \$6. This reduced minimum on high explosives has been in force in Western Canada since, so far as the records of the Board show, 1904, with the exception of from September 1 to September 26, 1907, when the minimum was advanced to that now current in Eastern Canada. On the latter date, the minimum was again reduced to \$5 in Western Canada; on September 13, 1920, it became \$7; on January 1, 1921, \$6.50; and on December 1, 1921, \$6. This minimum has been applicable since that date.

There is also an exception in the West where the Canadian Pacific Railway has a special minimum charge applicable on high explosives shipped from Northfield, B.C., to certain British Columbia destinations on Vancouver Island.

In Eastern Canada, there are certain exceptions. The Michigan Central provides for dynamite, high explosives, in less than carloads, at double first class rate, minimum 100 pounds.

Algoma Central and Hudson Bay Railway Tariff C.R.C. No. 652 provides for high explosives in less than carload quantities at four times first class rate, with minimum charge of \$5 for any shipment, with the exception of single shipments of 5,000 pounds or over, which will take double first class rate, and the charge for less than 5,000 pounds shall not exceed the charge for 5,000 pounds at double first class rate.

Algoma Eastern Railway Tariff C.R.C. No. 415, provides for high explosives in less than carload lots of 5,000 pounds or over at double first class rate; under 5,000 pounds, at four times first class rate, with minimum \$5 for any one shipment; and that the charge for less than 5,000 pounds shall not exceed the charge for 5,000 pounds or over.

The Boston and Maine provides for high explosives in less than carload shipments at double first class rate, minimum charge \$2 per shipment.

The New York Central, between stations on the Adirondack Division, has a minimum charge of \$1 on less than carload shipments, actual weight governing. The New York Central tariff applicable on the Ottawa Division has already been referred to.

The Board's judgment in the *Canadian Explosives Case* above cited, considered the carriage of dynamite as a commodity from the standpoint (1) of the application of the ordinary factors governing the classification of rates, which included a comparison with other articles more or less analagous; and (2) the matter of risk. What was said under these headings is applicable here. The matter of the minimum charge is the new factor.

Mr. Ransom, chairman of the Canadian Freight Association, alleged that there was greater risk involved in hauling through the East, as the movements were through more congested districts than those existing in the West, and



that the East had a greater number of junction points. He also called attention to the various provisions of the regulations governing the handling of high explosives to show the additional care and precautions required as compared with ordinary merchandise. Reference may be made in this connection to the fact that the same regulations are applicable to other explosives to which, however, a low minimum apply.

Reference was made to the carriage of dynamite as stumping powder. The applicant stated frankly that there was a very low rate on this, and that he was not contending that the rate arrangement made in regard to stumping powder should be the measure of what should apply to his products.

It does appear that there is a business demand for l.c.l. lots. At the same time, the minimum charge based on 5,000 pounds, as above set out, is admittedly intended to confine the movements to carload lots.

The matter of rates on high explosives in l.c.l. shipments and the minimum weights attaching thereto has been before the Board in informal correspondence in earlier years, but the correspondence was dropped. In the present case, the minimum charge is, I consider, excessive; and I do not think it is justified from the standpoint of risk. It is not necessary to set out again what has already been dealt with by the Board as to the matter of risk in connection with the application of the *Canadian Explosives Company*, nor is there any satisfactory evidence before the Board showing that it has such an effect of risk in connection with the carriage of l.c.l. shipments that the minimum of 5,000 pounds is justifiable.

On consideration, I am of opinion that the same rate adjustment as applies west of Port Arthur should be made applicable east; that is to say, double first class, at actual gross weight, with a minimum for single shipment of \$6. This is not to be taken as a sanction for increase of lower rate minima where such exist in Canada east of Port Arthur.

APPLICATION OF CONSOLIDATED RENDERING CO., BOSTON, *re* DEMURRAGE CHARGES

*Report of Chief Traffic Officer of Board, September 21, 1926, concurred in by Board*

This is an application from the Consolidated Rendering Company, Boston, Mass., for a ruling of the Board in the matter of claims against the Canadian National Railways for refund of demurrage charges assessed on a number of carload shipments of fertilizer materials shipped from Lowell, Mass., to various points in Quebec.

There is attached a statement of the record of the cars involved and the demurrage charges assessed thereon.

The delay to the cars for which demurrage is charged was awaiting clearance from customs, for which purpose 24 hours free time allowance is provided under demurrage rule 3 (a). In connection with shipments arriving in Canada from United States points of origin in bond, it is necessary for consignee, or his authorized agent, to present certified invoices in duplicate and customs entry to proper customs official at the customs port or outport; make entry as required by Canadian customs requirements, and pay duty if shipment is dutiable. While, when customs requirements are fully understood and promptly complied with, and the necessary documents submitted, there is no difficulty in arranging clearance from customs within the free time allowance provided, at the same time, in practice, it frequently happens that there is delay in clearing customs through non-compliance promptly with customs requirements or absence of some of the necessary documents at the time of arrival of the car, which involves additional delay, and consequently, assessment of demurrage. The obligation to

fulfill customs requirements and present the necessary documents rests solely upon the owner of the goods; this is not an obligation which in any way devolves upon the railway company.

The submissions before the Board indicate that the parties called for by shipping instructions to be notified of arrival of the shipments were in each case promptly notified by the agent of the railway company of the arrival of the cars at the customs port or outport. In a number of cases the record indicates that the agents sent more than one notification. It further appears that the agents of railway company were in most instances advised by the parties notified that they were arranging customs clearance.

Applicant admits that at the time these particular shipments moved they did not furnish customs entry forms or powers of attorney at the customs clearance point in advance of or at the time of arrival of cars for the reason that they were unfamiliar with the requirements and the proper way to accomplish entry of the goods for customs purposes. It is obvious that the delay to the cars in question was due, therefore, to the applicants not having familiarized themselves in advance of making shipment with the necessary customs requirements so as to enable the shipments to be cleared within the free time of 24 hours provided for that purpose; further, that they had not arranged so that the consignees, or parties to whom notice of arrival was directed to be sent, would be in a position to do so. The result was that when the parties notified received notice of arrival of the cars they had to take the matter up and obtain the necessary customs papers, and this entailed delay for which the demurrage is charged.

Applicant contends that the demurrage charges should be refunded on the ground that they as shippers were not notified that the cars were being held, and that this was contrary to the carrier's instructions to their agents, and, therefore, under demurrage rule 8, which stipulates that demurrage shall not be collected for any delay for which the government or railway officials may be responsible, they are entitled to refund of the demurrage. The demurrage rules do not stipulate that the shippers shall be notified of arrival of cars; demurrage rule 2 provides that notice shall be sent or given the consignee by the carrier. Under the provisions of the demurrage rules, therefore, notification to shippers as well as consignee of arrival of cars is not a requirement, and the failure to notify the shipper would not entitle applicant to exemption under the provisions of demurrage rule 8. As far as relates to carriers' instructions to agents, referred to by applicants, reference is apparently made here to an instruction that agents are to report, within five days of arrival, cars which are on hand refused or unclaimed, but these instructions would not appear to be applicable to the cars in question for the reason that they were neither refused nor unclaimed, and there was no reason to believe that customs clearance would not be completed and the cars released as promptly as possible. There is nothing to indicate that even had shippers been notified it would have resulted in the cars being released from customs any earlier than was done. From the record it would appear that the carrier was justified in assuming that the party notified would arrange clearance from customs with all possible despatch, and which could have been done without involving any delay or assessment of demurrage had the parties concerned familiarized themselves fully with the customs requirements before the shipments were made. This is an obligation that rested upon them rather than on the transportation company.

Under the circumstances of this case as above briefly outlined demurrage charges were properly assessable under the provisions of the demurrage rules as prescribed by the Board's General Orders 201 and 349. The record has been checked and the demurrage items are found to be properly charged, except in the case of car 209464 delayed at Nicolet, on which the proper demurrage



charge is \$7, although \$12 was assessed. Manager Collins, Canadian Car Demurrage Bureau, is prepared to authorize refund of the overcharge of \$5 on this car.

STATEMENT OF DEMURRAGE ON CARS SHIPPED BY CONSOLIDATED RENDERING COMPANY DELAYED WAITING CLEARANCE OF CUSTOMS

Number	Initial	Date arrived	Date advised	Date released from Customs	Amount charged Dollars.
QUEBEC—1924					
30587.....	Me C.....	4/5	4/5	4/16	32
25406.....	G.T.....	4/5	4/5	4/16	32
1925					
19183.....	G.T.....	2/9	2/9	2/19	27
37900.....	N.P.....	2/9	2/9	2/19	27
DRUMMONDVILLE—1924					
135760.....	C.P.....	2/25	2/26	3/7	27
JOLIETTE—1924					
550218.....	C.G.....	2/11	2/11	2/25	47
141653.....	C.G.....	2/16	2/18	2/25	22
RICHMOND—1924					
81502.....	N.H.....	2/18	2/18	2/29	37
15666.....	G.T.....	2/18	2/18	2/29	37
48309.....	B. & M.....	2/20	2/20	2/29	27
RIVIERE DU LOUP—1924					
302052.....	G.T.P.....	2/19	2/19	3/4	47
NICOLET, QMS.—1924					
209464.....	C.P.....	3/4	3/5	3/10	12

SASKATCHEWAN DEPARTMENT OF HIGHWAYS VS. CANADIAN NATIONAL RAILWAYS  
in re VEHICULAR TRAFFIC OVER SOUTH SASKATCHEWAN RIVER BRIDGE AT  
ST. LOUIS

*Judgment of Chief Commissioner, October 15, 1926, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Oliver.*

The Department of Highways of the province of Saskatchewan has applied to this Board for an order granting permission to use the Canadian National Railway Bridge across the South Saskatchewan river at St. Louis, Sask., for vehicular traffic.

The department consents to bear all cost connected with any change in the bridge which may be necessary to accomplish the object it has in view, and is also willing to install, at its own expense, whatever form of protection may be considered advisable in case its application be granted.

There is no doubt that the inhabitants of this locality are extremely inconvenienced because of lack of facilities for crossing the Saskatchewan river. A ferry service operates during the summer time, but in the spring and late fall the public cannot be accommodated in this way. The winter time takes care of itself, as crossing can then be effected on the ice. But at best, there are periods during which great inconvenience is occasioned to those desirous of crossing the river at that point. There is no highway bridge within many miles, either to the north or to the south. The contour of the country is such that the erection of such a bridge at the point in question would cost many hundreds of thousands of dollars, and in order to overcome this difficulty the attention of the Department of Public Highways has been directed to the railway bridge, with a view of availing itself of its use in the manner indicated.

The chief engineer of the province of Saskatchewan has reported to the Deputy Minister of Highways that the projected crossing is possible, that a sixteen-foot clear roadway can be obtained by planking the present bridge floor with four-inch planks running longitudinally, and that the approaches from both banks can be easily constructed.

The bridge, which is over 1,200 feet in length, is single tracked, and is now provided with two lines of guard rails, timber and steel, but these would cease to be effective if the change asked for were made, and, as the Chief Bridge Engineer remarks, such change would be in direct contravention to the specifications of this Board, and its special permission would be necessary therefor. His report contains comprehensive features for protection to the public, including locked gates at both ends controlled by watchmen in telephonic communication with each other. It suggests that hand-rails be installed on both sides of the bridge, that unusual loads be regarded as "one way" traffic under special regulation, and also that trains stop before reaching the bridge and cross on signal from the watchmen.

As far as concerns the details of his recommendation, except the last, they would seem to resolve themselves into a question of expense, which the province has consented to bear.

It is pointed out by applicants that the train service on this section is very infrequent, there being only three trains each way per week, in addition to certain freight trains which run in the fall of the year when the crop is moving. The case was very strongly put by Reverend Father Adam, in support of the application, when he said that the railway company uses the bridge about five minutes per day, and the community needed its service day and night for the convenience of travellers.

Opposition on behalf of the railway is founded on different grounds. Mr. Owens, who appeared for the railway, said that if there was an alternative proposition such as placing side brackets on the bridge which would eliminate all danger, the railway would not have any serious objection to the application, but that the bridge by its construction is essentially for railway purposes, there is no provision at all for the installation of side brackets, and that "it would be abnormally dangerous to have trains and vehicles on the bridge at the same time, or have them both operating over the bridge." His contention is acquiesced in by Mr. Fraser, counsel for the railway company, who has nevertheless stated to the Board that notwithstanding the objections of the company from the standpoint of jurisdiction and otherwise, "the railway is prepared to discuss with the province of Saskatchewan a reasonable proposal for placing the highway on the side of the bridge on brackets, if at any time the province thinks it would be wise to negotiate therefor".



Throughout its correspondence, while denying authority in the Board to order the use of the bridge for the purpose required, the railway company has carefully kept open the door for negotiation between itself and the government of the province of Saskatchewan in this respect. Apart from the question of safety to the public, counsel for the railway company submits and insists that the application must fail through lack of jurisdiction on the part of the Board to entertain it. He points out that section 251, subsection 6, of the Railway Act, under which this application is made, gives power to the Board to require a railway company to construct a passageway for the use of the public, either as a general highway or otherwise, under or alongside of its track, upon any bridge, only when such bridge is "being constructed, reconstructed or materially altered by the company".

Admittedly, the bridge in question is not in the condition indicated by the words of the section immediately above quoted, and under the circumstances I feel compelled to acquiesce in this challenge to the Board's jurisdiction. If the bridge were now being materially altered or reconstructed, or if it were under construction, it would be open to the Board to order the railway company to do what the applicants request, under or alongside of its track, and, if such order were made, the company would be compelled to make the changes necessary to fit the bridge for vehicular and passenger traffic. There may have been good reason for confining the jurisdiction of the Board to instances in which construction, reconstruction or alteration is taking place, but it seems very regrettable that a bridge built with public money could not be utilized for the convenience of the public, and the lack of facilities for crossing the Saskatchewan river creates such extreme inconvenience to the inhabitants of this locality that a no more deserving case could ever be presented to the Board.

It is also unfortunate that the Canadian National Railways did not deem it advisable to meet the request of the applicants, more particularly when the provincial Government declared its willingness to bear all expenses involved, and to install signals and gates to the satisfaction of the Board for the safety of railway and vehicular traffic.

But, be that as it may, Parliament has not seen fit to clothe the Board with the necessary authority to compel the railway company to do this work. The Board must, under all circumstances, act within the scope of the legislative authority given to it, and in the present instance it does not seem within the power of the Board to make the required order.

But the Board will submit this application with its recommendation to the sympathetic consideration of the Honourable the Minister of Railways and Canals.

COMPLAINT OF HALIFAX BOARD OF TRADE, *et al*, *re* ELIMINATION ALTERNATIVE ROUTING ON WESTBOUND TRAFFIC, VIA ST. JOHN AND STE. ROSALIE JUNCTION, CANADIAN NATIONAL RAILWAYS AND C.P.R.

*Judgment of Chief Commissioner, October 19, 1926, concurred in by Deputy Chief Commissioner and Mr. Commissioner Boyce*

This application was listed for hearing, and heard on the 8th day of January, 1926, in the presence of representatives of the Canadian Pacific Railway Company and the Canadian National Railways; the provinces of Nova Scotia, New Brunswick and Prince Edward Island being represented by Mr. F. C. Cornell, who also appeared for the Halifax Board of Trade, St. John Board of Trade and the Sackville Board of Trade. Mr. R. L. Sargent appeared for the Canadian Lumbermen's Association and Mr. G. P. Ruickbie for the Bathurst Company, Limited, of Bathurst, N.B.

The trouble arises from attempt on the part of the Canadian National Railways to eliminate alternative routings of freight from the Maritime Prov-

inces to Central Canada via St. John and Sainte Rosalie Junction, and consequently has reference to freight originating on the line of the Canadian National Railways within the three eastern Maritime Provinces.

For many years the tariff of the Canadian Government Railways, C.R.C., No. 1352, provided for such alternative routing, but on the first day of October, 1925, the railway company issued supplement No. 38 to such tariff, naming class rates from stations in Quebec, New Brunswick and Nova Scotia to stations in Quebec and Ontario, which, effective on November 2, 1925, had the effect of eliminating the alternative routings aforesaid via St. John and Ste. Rosalie Junction to destinations common to both the Canadian National and Canadian Pacific Railways.

Therefore the following routings were available:—

- (1) Canadian National Railways direct.
- (2) Canadian National to Saint John, thence Canadian Pacific Railway.
- (3) Canadian National to Ste. Rosalie Junction, thence Canadian Pacific Railway.

The intended operation of the supplement was to cancel the two last named routings as far as concerns common destination points, but no change was proposed in connection with destinations not reached by both railways.

In consequence of complaints and submissions hereinafter particularly stated, strongly protesting against the move above outlined, the Board by its Order No. 37000, dated November 2, 1925, suspended Supplement No. 38 to Tariff, C.G.R., C.R.C. No. 1352, pending a hearing by the Board, whereby it was intended and directed that conditions as to routing traffic would remain unchanged until the Board's decision in the matter would be announced.

On November 16, 1925, the Canadian National Railways issued a further supplement No. 48, to C.G.R. Tariff C.R.C. No. 1364, applicable to lumber and other forest products, to and from the territory covered by class rate tariff C.R.C. No. 1352 above referred to, by which latter supplement, to take effect December 18, 1925, it was proposed to make a like change as regards the elimination of alternative routings via St. John and Ste. Rosalie Junction, and upon complaint of the parties in interest the Board by its Order No. 37109, dated December 2, 1925, suspended the operation of supplement No. 48 so far as it proposed to eliminate alternative routings via Ste. Rosalie Junction, until hearing by the Board.

The complaints as to both of the above named supplements are based upon identical grounds, which will be detailed later.

Upon the application of the Canadian Lumbermen's Association and the Maritime Rights Transportation Committee, the Board amended its Order No. 37109, above referred to, by a subsequent Order No. 37164, dated December 17, 1925, such amendment being the insertion of the words, "and St. John", after the words, "Ste. Rosalie Junction", in the fourth line of the operative portion of said Order No. 37109, the effect of which was that, pending hearing by the Board, both supplements to the tariffs referred to, having in mind the proposed elimination of St. John and Ste. Rosalie Junction alternative routings, were suspended.

It seemed to the Board that the practice of routing freight from the eastern Maritime Provinces, as the same had been developed ever since the railways have been open for traffic, should not be thus summarily changed, at least until the parties mostly concerned had full opportunity of being heard.

Suspension of these supplements to tariffs was urged by complaints originating from the St. John Board of Trade, the Halifax Board of Trade, the



Sackville Board of Trade, Charles Fawcett, Limited, Sackville, N.B.; the Enterprise Foundry Company, Limited, Sackville, N.B.; and the Amherst Foundry Company, Limited, Amherst, N.S., which complaints enumerated objections to the proposed tariff amendments, as follows:—

1. That the elimination of the alternative routing via these gateways will seriously affect the west-bound traffic originating in the provinces of New Brunswick and Nova Scotia.

2. That the shippers located on the Canadian National lines in New Brunswick and Nova Scotia will be forced to pay, in addition to the rate, a switching charge of at least 10 cents per ton, or \$3 per car, if they are delivering to a consignee located on the Canadian Pacific Railway lines or sidings.

3. That to insure the New Brunswick and Nova Scotia shipper having an alternative route in the event of traffic being congested, due to weather conditions, the St. John and Ste. Rosalie gateways should be left open.

That in the judgment of the Board of June 30, 1922 (files Nos. 30531, 30685, 30686, and 30686.2), the Board stated as follows:—

The St. John gateway provides via the Canadian Pacific Railway a short mileage to Montreal; from Halifax and other points, this route and gateway should be maintained to shippers (with the option of Ste. Rosalie) so that the advantages of the short constructive mileage of the Canadian Pacific Railway will continue to function as a rate factor.

5. That the elimination of the alternative routings via Ste. Rosalie and St. John gateways is not in accordance with the Board's judgment of June 30, 1922, and General Order No. 366 of the same date.

In its answer to such complaints filed with the Board and dated October 21, 1925, the Canadian National Railways submitted that:—

Prior to the consolidation or co-ordination of the various lines that now compose the Canadian National Railways, joint rates were in effect between points on the Intercolonial Railway and points in Ontario and Quebec, common to the Grand Trunk and Canadian National Railways, but also reached by the Canadian Pacific.

After, however, the Canadian National Railways as a whole came into being it was naturally felt that traffic originating on the old Intercolonial Railway and destined to points on the constituent parts of the Canadian National Railways should belong to the latter; for example, traffic originating at Halifax formerly could be routed via either St. John or Ste. Rosalie Junction and Canadian Pacific Railway to Toronto, Hamilton, London, etc., the latter company being allowed a very material portion of the revenue. It is only reasonable and fair to the Canadian National Railways that where we continue to give good and efficient service we should enjoy 100 per cent of the haul and revenue.

In a later reply dated October 23, the railway company further said:—

Yours of October 21, file 903-34, enclosing communication from Commissioner Sclanders to Secretary Cartwright, drawing attention to expression by the Board that the gateways via St. John and Ste. Rosalie should be kept open.

As a matter of fact, the expression referred to had no connection whatever with rates in territory east of Fort William, as at that time the discussion was confined to the proper basis to be established between the Maritime Provinces and territory west of Fort William, and Supplement 38 to C.R.C. No. 1352 complained of does not affect western rates at all. Aside from this, however, the reason given by the Board for maintaining the St. John gateway was that the short constructive mileage of the Canadian Pacific Railway, that is from St. John to Montreal, should continue to function as a rate factor.

There is no intention to disturb the rate situation as a result of eliminating the St. John or Ste. Rosalie routes, and, as a matter of fact, the Canadian National Railway Company has been more liberal to the Maritime Provinces in the matter of rates between that section and Ontario than might have been expected under the judgment referred to by Mr. Sclanders. In dealing with the class rate structure in eastern Canada, the following appears in the judgment referred to: "As the class rate structure in Eastern Canada is not being disturbed at this time, no change should be made in these arbitraries"; in other words in the arbitraries in effect at that time which were based on 42½ cents per 100 pounds first class over Montreal rates, to or from St. John, N.B.

The Canadian National Railways in April, 1924, voluntarily modified this basis very materially, but our St. John friends apparently do not appreciate the interest the Canadian National Railways have in the Maritime Provinces, as their action would indicate a desire on their part to hand over a very substantial revenue, which legitimately belongs to us, to our competitors.

And in a further communication to the Board under date of October 29, the railway company made further submission, as follows:—

The application of the Halifax Board of Trade is similar to that made by Commissioner Selanders of the St. John Board of Trade, which is dealt with in my memorandum to you of October 23. In the Halifax application there are two principal grounds for asking that action be taken by the Board, viz: that the shippers located on Canadian National lines in Nova Scotia may be forced to pay, in addition to the rate, a switching charge of one-half cent per 100 pounds, or \$3 per car, if consignees require delivery on Canadian Pacific Railway tracks, and that the alternative route is necessary in the event of traffic being congested.

We cannot believe that the westbound traffic from the province of Nova Scotia will or can be seriously affected by our action and with the service we are at present giving and intend to give, we do not anticipate the congestion referred to is or will be a serious factor; if it is, the people in the Maritime Provinces can rest assured that the Canadian National Railways will take such action as will prevent any undue interruption to the traffic in which they are particularly interested.

It may be that on a few isolated cars requiring Canadian Pacific Railway delivery the consignees will have to pay one-half cent per 100 pounds, on traffic originating at local points in the east, but this condition is general throughout Canada, and is in accordance with general interswitching regulations and this extra charge is infinitesimal when placed against the loss to the Canadian National Railways, and we might say the people of the Maritime Provinces and of the Dominion at large, of revenue to which we are legitimately entitled, but which would be handed over to our competitors if the St. John or Ste. Rosalie gateways are kept open.

On general rate making principles a higher rate should be charged for a joint C.N.-C.P. service than for a single line haul, but our rates from all local territory in the Maritimes to-day not only reflect the C.P. short mileage, St. John to Montreal, but are even much more liberal and it is certainly difficult to understand the attitude of our Halifax friends.

At the hearing before the Board the various contentions set out in the communications hereinbefore referred to were elaborated, both on the part of the applicants and on the part of the Canadian National Railways. The latter strongly urged that it should be allowed to control freight originating in its own district, and that injustice would be done by compelling it to hand over to another company at any point, freight which it could carry to the required destination. No question of difference of rates presents itself, for the lines being in competition the rates are the same, but in the case of traffic for delivery on sidings located on the Canadian Pacific Railway at destination, such traffic would be burdened at destination with a switching charge which would be avoided if it were interchanged at Ste. Rosalie or Saint John; such switching charge being, as stated by Mr. Cornell, anywhere from \$3 to \$6 per car.

The complainants do not rest their objection wholly upon this factor, for it is claimed that in addition to lengthier mileage over the Canadian National Railway, involving a longer time in transit, it occasionally happens that snow blockades occur on both lines during certain periods of the year, and traffic specifically routed via the line so blockaded is subject to delay, whereas if the alternative routing continues to prevail such detention is more easily avoidable.

Having regard to the disparity of mileage and to all the other factors entering into the problem, there is no doubt that alternative routing via St. John and Ste. Rosalie Junction operates to deprive the Canadian National Railways of a certain amount of its traffic, or at least endangers the same. From that standpoint this application seems to associate itself with the general question of interchange of traffic over the two systems which, roughly speaking, may perhaps correct itself by dealing with the situation as a whole. But the most important question immediately before us here is, whether the Board shall continue to allow its orders to be disregarded, for it is more than clear that notwithstanding the formal suspension of the supplements to tariffs eliminating such alternative routing, effective by specific orders of the Board, the Canadian National Railway Company has closed the door to such alternative routing, and ignored the



directions specified by the shippers, and refused to turn over at Ste. Rosalie Junction many cars plainly routed via Canadian Pacific Railway from the last named point.

Immediately after the hearing before the Board last February, requests were received from the Montreal Board of Trade that judgment in this case be withheld until opportunity was afforded to the Montreal Board of Trade to further discuss the matter with the railways, and a like request for delay was also received from the Montreal Wholesale Lumber Dealers' Association and from others, including the Canadian National Railways.

Inasmuch as the disability complained of was supposed to be removed by the suspension of the objectionable supplements, there seemed to be no substantial reason for refusing these requests, and judicial determination of this matter has been allowed to stand pending opportunity for the discussion asked for. But the attention of the Board has been lately directed to serious infractions of its suspension orders above set out by the Canadian National Railways, which infractions have been so frequent as to make it impossible to ascribe them to inadvertence or mistake.

In a memorandum *re* the transportation problems and freight structure of the province of Nova Scotia filed by Mr. Cornell and used before the Maritime Rights Committee, and subsequently filed with this Board *re* the General Freight Rate Inquiry, he alleged:—

Even though the Commission have indicated their opinion with regard to the elimination of these gateways, the Canadian National Railways have steadily continued to eliminate the routing on practically all products of the province of Nova Scotia. They have even gone so far as to instruct their agent at St. Rosalie to refuse to turn over traffic regardless of the suspension order of the Board on items numbers 11 and 12, or the shipping instructions of the shippers.

Upon such memorandum being filed with the Board, Mr. Cornell was asked for proof of such statement, and such request resulted in a communication addressed to the Board by him, under date of August 20, 1926, certain paragraphs of which read as follows:—

It has been brought to my attention that the Canadian National Railways are ignoring the suspension order of your Board with respect to the elimination of the gateways of St. John and Ste. Rosalie Junctions. I would refer you to your Order No. 37000.

As evidence of this, the following cars, shipped from points in the Maritime Provinces, were routed via Ste. Rosalie Junction and Canadian Pacific Railway to destinations.

Car C.N. 86452 shipped by Charles Fawcett Company, Sackville, N.B., during June, 1926.

A car shipped by A. & R. Loggie on May 19, 1926.

Cars numbered C.N. 416626 and two others on the same date (June 4, 1926) shipped from the Acadia Sugar Refineries, Halifax, N.S.

Car C.N. 192276 shipped July 29, 1926, from Acadia Sugar Refineries at Halifax.

Car C.N. 313191 shipped July 26, 1926, from Acadia Sugar Refineries.

Car C.G.R. 412938 shipped July 28, 1926, from the Acadia Sugar Refineries.

In each and every case, the shipments quoted above were routed via Ste. Rosalie Junction but the routing instructions on the bills of lading were ignored and the Canadian National did not divert the traffic as instructed.

As representing the provinces of Nova Scotia, New Brunswick and Prince Edward Island, I am instructed to protest most strongly against this ignoring of the orders of the Board and the routing instructions of the shippers.

While the examples given above are concrete examples of where routing instructions have been ignored, I feel that after investigating the situation it is safe to make the statement that it is the accepted policy of the Canadian National to ignore your suspension order in every case.

And by further communication of September 16, 1926, addressed to the Secretary of the Board, Mr. Cornell again stated as follows:—

I append hereunder a list of cars that were shipped from Maritime Province points during the month of August last and were not diverted to the Canadian Pacific Railway at Ste. Rosalie in direct disregard of the suspension order of the Board:—

Date	Car Number	Shipper	Contents	Destination
7th.....	211188	Acadia.....	Sugar.....	Fort William
9th.....	130236	Besco.....	Steel bars.....	Vancouver.
11th.....	308747	Acadia.....	Sugar.....	Fort William
11th.....	416171	Enterprise.....	Stoves.....	Vancouver.
12th.....	113116	Fawcett.....	Stoves.....	Vancouver.
13th.....	102502	Fawcett.....	Stoves.....	Vancouver
16th.....	305842	Fawcett.....	Stoves.....	Vancouver.
18th.....	652981	Besco.....	Steel bars.....	Vancouver.
18th.....	653705	Besco.....	Steel bars.....	Vancouver.
20th.....	206139	Moirs.....	Chocolates.....	Regina.
26th.....	211976	Acadia.....	Sugar.....	Fort William.
26th.....	203902	Acadia.....	Sugar.....	Fort William.
26th.....	205097	Leonard.....	Fish.....	Vancouver.
28th.....	204335	Mar Fish.....	Fish.....	Regina.
30th.....	321567	Acadia.....	Sugar.....	Fort William.
30th.....	332058	Acadia.....	Sugar.....	Fort William.

There are possibly other cars that have been treated by the Canadian National in a similar manner.

We sincerely trust that your Board will take prompt action to stop this practice.

As above remarked, the particularity of these infractions of the Board's orders are so complete that it is impossible to attribute them to any oversight. On directing the attention of the Canadian National Railways to these instances of disobedience to the Board's orders, as well as to Mr. Cornell's letters, reply was made by counsel for the Canadian National Railways by letter to the Board dated October 5, 1926, in which, *inter alia*, he said:—

So far as the general question of routing traffic via St. John and Ste. Rosalie is concerned, this matter has been fully developed before the Board and I am anxiously awaiting a decision.

Also:—

The Board will remember that the Canadian National filed tariffs eliminating the two gateways of Ste. Rosalie and St. John. These tariff provisions were suspended by the Board and published rates are therefore open via these points. We have carried out, therefore, the directions of the Board in their entirety and I am not aware of any allegation that can be successfully established against us in respect to this matter.

Notwithstanding the above denial contained in Mr. Fraser's letter, no other conclusion can be drawn, than that in the instances so completely detailed the Canadian National Railways have ignored the suspension orders of the Board by not delivering the cars above indicated to the Canadian Pacific Railway Company at the point of interchange directed by consignors. As might be expected, this procedure on the part of the Canadian National Railways has resulted in reprisals on the part of the Canadian Pacific Railway Company, which in a communication to the Board from its counsel, after Mr. Cornell's letters of August 20 and September 16 had been drawn to its attention, informed the Board under date of September 29, 1926, as follows:—

I may say that in so far as this company is concerned any disregard of shipper's routing instructions during the past summer was due to the effort of this company to protect itself against the Canadian National, which has been diverting traffic from this company to a large extent for a long time past. Our officials notified the Canadian National in writing many times that unless they discontinued the practice this company would be obliged to take similar action in order to protect itself.

The correspondence in part above quoted, and the course of conduct indicated on the part of both railways, clearly show that specific orders of the Board have been and are now being ignored. It also demonstrates that the whole



question of interchange and exchange of traffic must be upon a basis which admits of no ambiguous construction, and above all, it must be made clear that the Board will not permit violation of its orders.

As regards the particular question here at issue, I find myself in complete acquiescence with the Board's judgment of June 30, 1922, in the matter of freight tolls, reported in Vol. 12 of the Board's Judgments, Orders, etc., wherein it is stated at p. 70, as follows:—

The St. John gateway provides via Canadian Pacific Railway the short mileage to Montreal; from Halifax and other points this route and gateway should be maintained to shippers (with the option of Ste. Rosalie) so that the advantage of the short constructive mileage of the Canadian Pacific Railway will continue to function as a rate factor.

The motion to remove the suspending orders above referred to is refused; and the provisions of Supplement No. 38 to C.G.R. Tariff C.R.C. No. 1352, and of Supplement No. 48 to C.G.R. Tariff C.R.C. No. 1364, so far as they propose to eliminate routings via St. John and Ste. Rosalie Junction, and hereby disallowed; and the Canadian National Railways and the Canadian Pacific Railway Company are ordered to observe and perform the directions given on the bills of lading by shippers, as to the routing of traffic when such routing is open under the published rates of the tariffs in force.

APPLICATION OF PARISH OF LANCASTER *in re* FREE WAGON DELIVERY SERVICE,  
DOMINION EXPRESS AND CANADIAN NATIONAL EXPRESS COMPANIES

*Judgment of Chief Commissioner, August 26, 1926, concurred in by the Assistant  
Chief Commissioner and Mr. Commissioner Oliver*

In January last application was made on behalf of the Board of Management of the Parish of Lancaster in the municipality of the city and county of St. John, for an order to compel the Dominion Express Company and the Canadian National Express Company to extend their free wagon delivery into the parish of Lancaster. To this application duly served upon the express companies, answer was filed by the Chairman of the Express Traffic Association of Canada, as follows:—

This matter has received the careful attention of the express companies, but they are not in favour of establishing a cartage service in the parish of Lancaster.

The city of St. John is divided by the river which bears that name. The part known as West St. John lies west of the river, and the parish of Lancaster lies immediately outside of the limits of West St. John. As a matter of fact certain portions of this parish immediately contiguous to the city are as thickly populated as portions of the city itself. The general method of communication for express purposes between east and west St. John is by means of a ferry, for the use of which a charge is exacted, and while there is free delivery to the public on the part of the express companies within the limits of the city, both on the east and west sides, the west side delivery is burdened with a ferry toll which renders it more expensive to the companies.

From the year 1913 to 1919, extra tolls were charged by the express companies for delivery in West St. John, on the theory that such extra charge covered the charge for ferriage. This was provided for by the Board's Order No. 19086, dated April 17, 1913, which authorized an extra charge of ten cents for a shipment of 100 pounds or under, and fifteen cents for a shipment between 100 and 500 pounds in weight. In the year 1918, the express companies represented to the Board that the charge thus allowed was insufficient, and asked that an increase be permitted. A hearing on this application was held in the city of St. John in July, 1918, and the matter was disposed of in the following December by a communication from the Board to the Secretary of the Express Traffic Association of Canada, which stated in part:—

As it is understood that the express companies contemplate a new cartage scheme of general application in connection with their present application for increased revenue, the Board is of opinion that the West St. John question may well wait.

After a thorough and complete investigation, a judgment of the Board was issued in 1919, reported in Vol. 9 of the Board's Judgments, Orders, Regulations and Rulings, by which judgment certain rules were laid down concerning free cartage within municipal limits, and in accordance with the rules enunciated in such judgment, the application of the express companies for increased rates in West St. John was not only refused, but the existing differential was abolished, and the advantage of free delivery to West St. John secured, although, admittedly, it is more expensive for the express companies to deliver in West St. John than in East St. John, for the reason above named.

By the judgment above referred to, free cartage is not required beyond corporate limits, and this application must be taken as a request to vary that principle which was adopted after exhaustive examination and inquiry.

There is no doubt as to the necessity of laying down a general rule in this matter. Having regard to the locality concerned in this application, it is clear that for all surface reasons its inhabitants are entitled to as much consideration as those of the immediate neighbourhood within the limits of the city. But it is also clear that the infringement of such rule would necessitate a revision of rates as regards many other areas adjacent to cities and towns, the number of which would be very large. While the burden of a thorough examination into all such claims would be great, (it would be readily undertaken if there were any prospects at all that it would lead to the establishment of a rule more equitable or just than the one now in force.

As remarked by the Assistant Chief Commissioner at the hearing of this case last April:—

These regulations in the express judgment were laid down after careful consideration, with the intention of having pretty general applicability. We have recognized that whenever an applicant came within these conditions, he got the extension all right. If he did not, we have held that he did not get the extension.

Honourable Mr. Baxter, who appeared in support of the application, admitted that, if the matter were looked at from the standpoint of the city of St. John, to grant the request would involve a departure from the principles already laid down. He urged that it be treated from the standpoint of the parish of Lancaster. While the whole parish could not claim benefits desired, he argued that a focal point be established in Fairville, from which a density of population might give substance to the request before the Board. But this is altogether outside the rules which govern the Board in disposing of applications of this kind.

As above remarked, prior to the judgment of 1919, the residents of West St. John were required to pay an extra charge for delivery.

Because of the location of the city boundaries, when delivery is made in West St. John, by way of the bridge over the river, instead of by the ferry, a portion of the parish of Lancaster has to be traversed by the express company in order to reach West St. John, and it therefore seems not unreasonable to those living within that district that free delivery should be made to them, considering that the express teams have to pass by or very close to their homes to reach West St. John, when that delivery route is chosen. But it is clear that only in exceptional cases delivery via the bridge is effected. If it were the only way by which the residents of West St. John could be reached, a much stronger case for the applicant would have been established. The fact is, that only a small fraction of the deliveries are made by way of the bridge, and in places wherein the street is the boundary line, the drivers have been ordered to make delivery on both sides of the street.



For ten years or more prior to the judgment of the Board in 1919, the whole question of free cartage limits for express delivery was dealt with on local applications. As a result, many contradictions existed, and the judgment of 1919 was the outcome of a thorough examination into all conditions, with a view of laying down some general principles applicable throughout.

It may be that applications to further extend delivery upon payment of fees calculated to meet such expense, should be considered generally by the Board. In the present case, counsel for the applicant has expressed a willingness to pay an extra charge for the service. Such application would have to be general in nature, in order that complete consideration be given to the situation at large. In this application the Board is not in a position to treat the matter from that standpoint. The question is too large to be determined upon the application of an individual locality. Such treatment would immediately duplicate the anomalies and contradictions which existed within the city limits prior to the judgment of 1919, and this application must, therefore, be dismissed.

APPLICATION OF CITY OF WINDSOR *in re* RECONSTRUCTION OF BRIDGE, WYANDOTTE STREET, CANADIAN PACIFIC RAILWAY COMPANY

*Judgment of Assistant Chief Commissioner, October 25, 1926, concurred in by Mr. Commissioner Lawrence*

Application is made by the city of Windsor, Ont., for an order directing the Canadian Pacific Railway Company, as lessee exercising the franchises of the Ontario and Quebec Railway Company, to reconstruct a bridge which was approved by the Board of Railway Commissioners under Order No. 20250 dated August 30, 1913, so as to provide a permanent 48-foot roadway, together with two 9-foot sidewalks, in accordance with the plan filed.

It is alleged that the bridge now existing is inadequate and insufficient for the needs of the public and of the municipality. It is stated that the applicant municipality has senior rights over the railway at the point of crossing; and it is further stated that a large excavation was made by the railway through the highway in question for the sole purpose of enabling the railway company to bring its railway tracks down to the level of the waters of the Detroit river, for the purposes of American business, and that earth from the said excavation was thrown up on the sides of the railway right of way and that the said banks have remained down to the present time to the detriment of city property in the vicinity of said banks. It is further stated that had it not been that the said excavation had been made for the railway company's own purpose it would not have been necessary to have excavated across the street in question.

It is submitted by the applicant that owing to the special circumstances of the case the whole cost of reconstruction of the bridge in question should be borne by the railway company.

The highway crossings of the Ontario and Quebec Railway, in the city of Windsor, were before the Railway Committee of the Privy Council for approval, and so far as Wyandotte street is concerned, what was approved was an overhead crossing of the railway by a wooden bridge with a 20-foot carriage-way and a footpath 5 feet wide on each side, in addition. This crossing by the Ontario and Quebec Railway extension of the Canadian Pacific Railway was authorized by Order in Council of February 8, 1890. It was alleged and admitted that Wyandotte street was an original street which had rights of seniority at the point of crossing.

On July 9, 1912, plans were before the Board showing proposed replacement to the existing wooden bridge by a steel bridge at Wyandotte street. It was stated that the existing clearance was 21 feet. The plans as submitted and the restricted clearances were approved by Orders Nos. 17096 of July 23,

1912, and 20250 of August 30, 1913. The replacement would have involved a greater vertical clearance. This was objected to by the city. The reconstruction proposal, therefore, did not go on. Reinforcing and repairs were made.

The bridge as now asked for contemplates taking in the whole width of the street, viz., 66 feet. It is estimated that, exclusive of land damages, a structure of this kind will cost from \$62,000 to \$63,000.

In support of the contention that a new bridge is necessary, it is urged that there is congestion. It was stated that a traffic count had been made within the two weeks preceding the hearing, and that the number of automobiles "reached anywhere from 4,800 in round figures". It was further stated that on the preceding Sunday there had been as high as 7,800 motors crossing the bridge from 7 a.m. to 10 p.m.; and that on an average, during a seven-day period, there had been 6,500 motors per day. So far as the motor traffic was concerned, it was set out that one factor in creating congestion was that of horse-drawn vehicles. Statistics submitted showed an average of about 1,300 pedestrians per day crossing the bridge.

It is admitted that the bridge has still some life in it; but it was contended by the city engineer that it would not stand up under a heavy street roller. The bridge, it was pointed out, was reconstructed in 1912 and 1913 and some repairs have since been made. It is figured by the railway company that it still has four years' life and that it will safely take care of a load of 15 tons. It is further stated by the railway that the existing structure could, as a matter of carriage, take care of the motor or vehicular traffic, exclusive of street cars. It is admitted that the bridge is not capable of carrying the street car traffic.

One of the reasons why the increased width is asked for is so as to enable the street car traffic to be carried over the bridge. The street railway system, which was formerly known as the Windsor and Amherstburg Railway, is operated by the Hydro-Electric Power Commission on behalf of some nine municipalities, one of these being Windsor. It is expected that a double track line of this railway will be operated over the wooden bridge. The evidence explicitly sets out that the desire to have a double track line of the street railway carried across the bridge is one of the reasons why a new structure is asked for.

While the position in regard to the street railway is thus set out, the Hydro-Electric Power Commission, hereinafter called the Hydro-Electric, was not a party formally joined in the hearing. Correspondence which has since taken place shows that notwithstanding there having been no formal joining as a party at the hearing, the Hydro-Electric is interested in the extensions.

Another factor which is much emphasized is the growth of motor traffic. Motor traffic has had a greater growth in the city of Windsor than in any other part of Canada, there being one motor in use for every seven persons. This is about the same average as applies for the United States in general. The figures submitted show that there is a large volume of traffic moving over the bridge.

On the evidence before the Board, it thus appears that there is a justification for some increase in the width of the bridge. The city, in the application as launched, which seeks to have the whole cost borne by the railway, is relying on the principle set out in—

Application of the city of Hamilton, Ont., for an order directing the Toronto, Hamilton & Buffalo Railway Company to complete, without delay, the new highway bridge at King street, Hamilton, Ont., at the intersection of King street and the Toronto Branch of the Toronto, Hamilton & Buffalo Railway.—Board's Judgments & Orders, Vol. X, p. 31.

Reference may also be made to—

Application of the Municipal Corporation of the County of Essex, Ont., and the Township of Anderdon, Ont., under sections 241 and 242 of the



Railway Act, for an order directing the Michigan Central Railroad Company and the Canada Southern Railway Company to construct or put into proper and safe state of repair the overhead highway bridge on the Front or River Road in the township of Anderdon, Ont., over said railway lines.—Board's Judgments & Orders, Vol. XIV, p. 263.

See also *City of Windsor vs. C.P. Ry. Co.*, 21 Can. Ry. Cas., 66.

In the *King Street Bridge Case* above referred to, the general principle was laid down that where provision had been made for a street on the level and the construction of the railway necessitated a cutting by it, thus rendering it necessary to have a bridge constructed, the burden of the cost to be borne by the railway company in respect of the bridge was not limited merely to a bridge sufficient to carry the traffic at the time the structure in question was constructed.

Under the decisions of the Board, there may be, in working this out, taken into consideration various factors:—

(a) Congestion. That is to say, that while the bridge in existence may be strong enough to bear all the traffic then moving, it may do so at the expense of congestion.

(b) The Board may consider the question of reconstruction in order to permit a new type of traffic to move over, e.g., street railway traffic. See in this connection *City of Windsor vs. C.P.R. Co. (London Street Bridge)*, 21 Can. Ry. Cas., 66, at p. 69.

(c) The Board may give weight to the question of whether or not the life of the existing structure has expired. In so far as it still has life, this may be considered as bearing on the apportionment of cost.

(d) The Board may take into consideration the situation where the increase in highway traffic is due to the changed status of the highway. See *Municipal Corporation of the County of Essex, ut supra*, p. 266.

(e) In considering changes in traffic due to the changed status of the highway, I am of opinion that some weight may be given to changes in the nature of the traffic itself. I am not prepared to suggest any rule of mathematical accuracy but I am of opinion that the situation existing in Windsor in respect of motor traffic does justify some weight being given to this factor.

It is stated that one reason why the streets in Windsor have to be widened is because motor car owners park their cars on either side of the street, thus lessening the available travelling space; and it is further urged that this factor is one which must be taken into consideration when dealing with the width of the bridge structure; that is to say, that while the bridge is obviously a structure for through traffic, it has, as to its width, to be treated in the same way as if it were subjected to the same parking conditions as apply on the portions of the street not constructed on the bridge. The matter of parking is, of course, a local one; but I think it would be most unfair to disregard the effect which this has upon the argument advanced by the city in regard to widening the street at the point in question. The city's argument is, in substance, that whatever is done on the city street proper by way of permitting parking has a bearing on the width which the bridge should have. Whatever be the needs in respect of through traffic on the bridge, I for one would be slow to recognize the storage factor as being any final measure of the responsibility of the railway in regard to the reconstruction of the bridge.

(f) Another factor which I think may be given weight is, what is the general width of the paved road in the section in question. The width of paved road on Wyandotte street at present is a varying factor. From Wellington avenue west to Glengarry avenue is a distance of approximately 6,000 feet. West of Wellington avenue, the pavement is to be made 46 feet wide. From

Ouelette avenue east to Glengarry avenue, a distance of 2,000 feet, the pavement is in part 46 feet wide. From Jeanette avenue east to Ouelette avenue, a distance of 2,000 feet, it is 32 feet wide; while from Jeanette avenue west over the present Wyandotte street bridge to Wellington avenue, a distance of 1,900 feet, it is 24 feet. It would appear that in the section concerned a paved road of 46 feet gives the present governing width. It was stated that the city had given notice to widen the pavement to 48 feet from Ouelette avenue to Wellington avenue.

It would seem to be advisable in arriving at a conclusion as to the width which should be ordered to the bridge to give some weight to the practice prevailing as to street widths in the applicant municipality.

Adjacent to the location of the bridge is the property of the Cadwell Sand Company. The road alongside the building on this property is on the original level of the street. If the bridge was widened to the full width asked for by the city, this would add seriously to the matter of property damages. This was recognized by the engineer of the city of Windsor, who expressed the opinion that some arrangements could be made to take care of the Cadwell property. The engineer of the Canadian Pacific Railway Company expressed the same opinion.

The existing clearance, as has been pointed out, is a restricted one. This has been in operation for a considerable period of years. The matter of safety is, of course, a very important one; but I think the existing clearance can be maintained without making any serious change in this respect; at the same time, the maintenance of the existing clearance would keep down the cost.

In regard to the question of utilities, there is no water main across Wyandotte street at present. The city proposes to extend its 6-inch water main. This would have to be carried under the bridge in the same way as is done at London street. The electric light wires are carried overhead. The Gas Company has a gas main; and in any rearrangements that may be necessitated, the city will have to bear, at its own expense, the cost of carrying the water main across and, similarly, the expense would be on the Electric Company and the Gas Company in regard to the rearrangements that may be found necessary.

I am of opinion that a bridge fifty-six feet wide will take care of the traffic with reasonable adequacy. This will provide a roadway forty-four feet in width with two sidewalks each six feet in width. This will also permit, if desired, of a roadway with a width of forty-six feet and two sidewalks each five feet in width. A forty-four foot roadway will be adequate for a double track street car line, and will also leave room for an automobile on each side between an electric car and the curb. The existing vertical clearance may be allowed.

Taking into consideration the various factors already enumerated, I am of opinion that an order may go against the Canadian Pacific Railway Company for a new bridge fifty-six feet in width; sixty per cent of the cost to be on the Canadian Pacific Railway Company and forty per cent on the city of Windsor. The existing restricted vertical clearance may be permitted.

The cost of maintenance will be on the Canadian Pacific Railway Company. This, however, to be subject to what is set out in the *King Street Bridge Case, Hamilton, 25 Can. Ry. Cas., 379, at p. 384*, as follows:—

I do not think that they (the railway company) should be held responsible for placing a covering or surfacing on the substructure thus provided of any different construction or durability than that which they found when the road was severed; and, having provided such a structure with such a covering, I then think the burden should be on the municipality to pave it or cover it with any material which, in their judgment, might be necessary to take care of the traffic in that particular locality.

As has been indicated, while the use of the bridge by the Hydro-Electric, operating the street railway, has been referred to, this body has not been joined as a party. There are no street car tracks at the point in question.



although it has been somewhat informally intimated that it is the intention to have a double track electric street railway crossing the proposed bridge. If the city desires, the Hydro-Electric may, on application to the Board, be joined as a party; and thereafter an opportunity will be afforded both to the city and to the Hydro-Electric to make such submissions as they may desire on the question of the distribution, if any, between them of the forty per cent.

The city has asked for an order covering a width of sixty-six feet. For the reasons given, I do not consider this necessary. If, however, the city still desires this extra width, over what will be provided by a 56-foot structure, then this may be provided by the city entirely at its own expense as to the cost attaching to the additional 10 feet, and such items of cost as may attach thereto.

The city should elect within ten days whether it desires to have the full 66 feet in width; said election should be forthwith notified to the Board and to the Canadian Pacific Railway Company. The burden is then to be on the Canadian Pacific Railway Company to proceed with the construction of the bridge.

As the work is to be carried on by the Canadian Pacific Railway Company, plans are to be prepared by it which are to be submitted to the city of Windsor and also to the Engineering Department of the Board for approval.

APPLICATION OF CANADIAN SHIPPERS TRAFFIC BUREAU *re* CANADIAN NATIONAL RAILWAY RATES ON CARLOADS OF WOOD PULP FROM BATHURST, N.B.

*Judgment of Assistant Chief Commissioner, August 12, 1926, concurred in by Deputy Chief Commissioner, Mr. Commissioners Boyce, Lawrence and Oliver.*

## I

The shipments with which the application, as filed, deals moved between August, 1922, and March, 1925. It is asked that the Board issue an Order declaring that the rates on these shipments "are unlawful in that they are not in accordance with the Railway Act, 1919." The sections which it is contended are contravened are 323, subsection 5; 314, subsections 4 and 5; and 316, subsection 6.

The applicant argues that the Board has full power to "order refunds." Following this, it is set out that what is asked for is "the Board's ruling as to what reasonable and proper rates should have been, as well as a declaration that the rates charged are unlawful as well as unduly discriminatory and otherwise unreasonable, is also requested."

## II

The power of the Board in regard to refunds was dealt with in a summary way in the application of the applicant which was before the Board in its judgment of July 21, 1925. In this case, application was made for a refund of \$45.56, plus interest, being the amount alleged to be overcharged on a carload shipment of lumber from Baptiste, Ont., to Grand Rapids, Mich., on a bill of lading dated December 23, 1921, routed via "C.N.R. and G.T.R." *Board's Judgments and Orders, Vol. 15, p. 249.*

In dealing with the question of refund then raised, the following language was used:—

In the disposition which the facts warrant, it is in reality unnecessary to emphasize the difference between the provisions of the Railway Act in regard to refunds and those of the Act to Regulate Commerce and subsequent amending legislation. Since, however, the applicant contended at the hearing that there was, at least, implied provision under the

Railway Act to award refunds, reference may be made to various decisions. In *Canadian Condensing Co. vs. C.P.R. Co., Board's File 16376*, there had been a change in the minimum weight. The shipper made his arrangement on the basis of the old minimum, this working to his detriment in connection with a contract he had entered into: Held that the erroneous assumption as to the minimum applying did not justify a departure from the published tariff, and that no refund could be allowed. See also *G.T. and C.P.R. Cos. vs. Canadian & British American Oil Cos.*, 13 C.R.C., 201; also complaint of *F. L. Getzler* above referred to. See also *Dominion Concrete Co. vs. C.P.R. Co.*, 6 C.R.C., 514. The Board has no power to make a retroactive alteration in the tariff and grant rebates and refunds of tolls which have been charged.

The lack of power of the Board to order refunds has been many times set out. In view of the fact, however, that the question is again raised in the present application, it may not be amiss to set out in as summary form as possible exactly what the situation is under the Railway Act.

Under date of March 5, 1907, Chief Commissioner Killam ruled in *re Complaint of the Dominion Concrete Co., Ltd., Report Board of Railway Commissioners, 1908*, pp. 124, 125, that the Board is not empowered to make a retroactive alteration in a tariff which is not contrary to any of the provisions of the Railway Act, so as to apply the alteration to past transactions. He also ruled in *re The E. B. Eddy Co's Complaint, Ibid*, p. 127, that the Railway Act gave the Board no power to permit a departure from the lawfully existing tariffs in respect of past transactions, or to legalize rebates from the previously earned tolls specified in such tariffs.

The next step in connection with the definition of the power of the Board in this regard will be found in the decision rendered in 1909 by the late Chief Commissioner Mabee in *British American Oil Co. vs. G.T.R.*, 9 Can. Ry. Cas., 178. Here, the following words were used at p. 190:—

We find that the legal toll chargeable upon the shipments in question was 20 cents per 100 pounds, and that that toll is still in force; and the respondents should be at liberty to refund the difference between that sum and the sum collected.

In 1911, the same subject matter was before the Board in *British America Oil Co. vs. C.P.R. Co.*, 12 Can. Ry. Cas., 327. At p. 333, Chief Commissioner Mabee used the following language:—

Of course, the Board has no power to order any refund; it can only declare what the lawful rate was or should have been; and the parties are left to whatever redress they may be entitled to consequent upon that declaration.

On June 4, 1912, decision was rendered by the Supreme Court in *G.T. and C.P.R. Cos. vs. Canadian and British American Oil Cos.*, 14 Can. Ry. Cas., 201. This decision upheld the power of the Board to make a declaratory order.

In *C.P.R. Co. and others vs. Canadian Oil Cos., Ltd. (1914)*, A.C., 1022, the Privy Council held that the Board had jurisdiction to make a declaratory order as against the carrier that rates exacted by it between certain dates were illegal.

The situation, then, under the ruling of Chief Commissioner Killam and under decisions of Chief Commissioner Mabee, upheld by the Supreme Court and the Privy Council, is that the Board has no power to order refunds, and that it has power to make a declaratory order in respect of what is the legal rate.

The decisions so rendered have been followed in a long list of cases. In *Davy vs. N. St. C. & T. Ry. Co.*, 9 Can. Ry. Cas., 493, it was held, at p. 494, that as the three-cent rate concerned was the lawful rate, according to the tariff effective during the period when shipment moved, the Board had no power to order a refund which had been asked for by applicant. In *Montreal Produce Merchants' Association vs. G.T.R. & C.P.R. Cos.*, 9 Can. Ry. Cas., 232, p. 239 quotes the language of Chief Commissioner Killam at the hearing in Montreal on January 2, 1907, viz.:—

It seems to me, I must say, that the Board cannot insist on refunds where railway companies have collected only the tolls which the tariff existing at the time authorized them to charge.



*In Anchor Elevator and Warehousing and Northern Elevator vs. C.N. & C.P.R. Cos.*, 9 *Can. Ry. Cas.*, 175, Chief Commissioner Mabey used at p. 178 the following language:—

Refunds in excess of the \$5 already paid cannot be directed, as, strictly speaking, the companies charged the tolls called for by their tariffs.

*In re Joint Freight & Passenger Tariffs*, 10 *Can. Ry. Cas.*, 343, the following language is used at p. 345:—

The policy which is open to the Interstate Commerce Commission of allowing in individual cases reparation on the basis of the difference between the higher rate found unreasonable and the lower combination of the locals is not open to us, because we have no power to grant reparation, our jurisdiction where a rate has become legally operative being in no sense retroactive. Parliament in so legislating must have seen disadvantages in the practice of reparation, and it is not for us to attempt to widen our control in other ways to offset the conditions arising from lack of power to grant reparation.

*British American Oil Co. vs. C.P.R. Co.*, 12 *Can. Ry. Cas.*, 327, has the following words at p. 333:—

Of course, the Board has no power to order any refund; it can only declare what the lawful rate was or should have been, and the parties are left to whatever redress they may be entitled to consequent upon that declaration.

*Lehnhart vs. C.N.R. Co.*, 17 *Can. Ry. Cas.*, 93, which was decided on July 20, 1914, by Chief Commissioner Drayton, has the following language at p. 94:—

The Board has no authority to order refunds or a direction would now be made to order refund of the difference between \$184.26 and \$216.63.

*Security Traffic Bureau vs. Can. Nor. Ry. Co.*, 22 *Can. Ry. Cas.*, 414 at p. 416 uses the following language:—

The Board possesses no power to direct a refund. It cannot, therefore, direct a refund of the difference, if any, between the division received by the Canadian Northern out of the 27-cent rate and the 14-cent local.

*Midland Lumber Shippers' vs. G.T.R. Co.*, 22 *Can. Ry. Cas.*, 387, has, at p. 388, the following words:—

They (the applicants) ask for the application in future of the Penetang rate from Midland, and also for a refund of the difference. They were advised that the Board has no power to direct the refund of a portion of the rate, said rate having been charged and collected under tariff legally in force.

*Complaint of the New York Car Wheel Co. against rates charged by the G.T.R. Co., on Pig Iron from Collingwood to Black Rock, Board's Judgments and Orders, Vol. 12, p. 7*, has the following language at p. 9:—

Application is made for refund of the excess of the charges over the rate of \$3.50 per gross ton. The Board has no power to make a retroactive alteration in the tariff and grant rebates and refunds of tolls which have been charged. *The Dominion Concrete Co. vs. C.P.R. Co.*, 6 *C.R.C.*, 514.

*United Grain Growers vs. Can. Nat. Rys.*, 26 *Can. Ry. Cas.*, 26, set out at p. 31:—

The Board has no power under the Railway Act to direct refunds.

*In re Freight Tolls on Pig Iron*, 27 *Can. Ry. Cas.*, 458, the following language is used at p. 459:—

There is no question as to the rate from Welland having been the rate legally in force. The Board has no power to direct a refund; but it may, by declaratory order, state what is the proper tariff of tolls applicable to a certain class of goods, although no consequential relief is granted the applicant.

The Board has thus power to declare what is the legal rate, and if the rate charged is in excess of what is declared to be the legal rate, it is open to the parties to obtain a return of the excess through appropriate legal process.

In the present application, there is no question as to what was the rate legally in force when the shipment moved, and so there is no justification for a declaratory order. The Board's power in the present application is limited to declaring what is a reasonable rate for the future, but no application for this is before it.

It would appear that in the absence of Parliament granting power to order refunds, there should not be an attempt to obtain by indirection what is not directly granted.

The applicant relies upon sections 312 and 317 of the Railway Act as giving the Board power to say whether a rate on a past shipment was unreasonable or unduly discriminatory, and to order refunds in connection therewith. Section 317 of the present Railway Act is the same as section 318 of Chap. 37 of the Revised Statutes of 1906. Section 312 of the present Act has, subject to what is set out below, the same subject matter as section 284 of Chap. 37 of the Revised Statutes of 1906. The wording of Section 312 does not vary from the wording of section 284, except in regard to the following additions:—

(a) Subsection 1 (e) of section 312 comprises the words:—  
furnish such other service incidental to transportation as is customary or usual in connection with the business of a railway company as may be ordered by the Board;

(b) A subsection now numbered 8 is added. This is an amendment added to section 284 of the Act of 1906 by section 10 of 7-8 Edward VII, chapter 61. In this subsection, now incorporated as subsection 8 in section 312, there are the following amendatory words which were put in in the legislation of 1919. After setting out—

The Board may make regulations applying generally to any particular railway, or any portion thereof

the following words are added:

or may make an order in any case where it sees fit.

It will thus be seen that so far as the subject matter of the applicant's representations in regard to rates is concerned, sections 312 and 317 of the present Railway Act do not differ from those contained in the Railway Act of 1906, upon which the decisions in regard to refunds were based; and I am unable to see that the reference to the sections in question enables the applicant to obtain by indirection a power that is not directly granted.

Reference is also made by applicant to *Imperial Munitions Board vs. C.P.R. Co., 24 Can. Ry. Cas., 169*. This was decided in September, 1918. What was involved was a claim that rates on shell bars or shell blanks from Sault Ste. Marie, Ont., to Toronto and Montreal ought not to exceed the rates concurrently charged on what is referred to as commercial bar steel. The report of the Chief Traffic Officer was concurred in by the Chief Commissioner, the Deputy Chief Commissioner, and Commissioners Goodeve and Boyce. At p. 171, the following language was used:—

... While the Board has no power to order a republication for reparation purposes only, it has jurisdiction to declare the rates charged to Montreal since May 1 last unjust, unreasonable and excessive to the extent that they exceeded the rate in force immediately before that date, namely, 24 cents to August 1, inclusive, subject to an increase to 30 cents from August 12 when the Order in Council was made effective.

The Report continues setting out what rates would be involved in cutting down to the basis in question, and states: "I would recommend that the Board order accordingly."

The Report itself is not quite clear as to whether a refund was "ordered" or "authorized." This is, however, cleared up by reference to Order No. 28165, of March 14, 1919, which implemented the judgment. In clause 2, it was recited:—

That the rates charged the complainants by the respondent railway companies on Shell Bars or blanks from Sault Ste. Marie to Toronto and Montreal as aforesaid, since May 1, 1918, were unjust, unreasonable, and excessive to the extent that such rates exceeded the lower rates in effect immediately before May 1, 1918, subject from August 12, 1918, to the increase authorized by Order in Council No. P.C. 1865, dated July 27, 1918.

The order then continued setting out that the respondent railway companies were "authorized" to refund to the complainants the excessive rate so



charged and collected. In the recital of the order, it is set out that the respondent railway companies had undertaken to refund the amount declared by the order to have been wrongfully charged and collected on such shipments.

As bearing upon the distinction between "authorizing" and "ordering," reference may be made to the discussion at the hearing of this case on November 5, 1918, *Evid. Vol. 289, p. 3586*. Mr. Thompson, who was appearing for the Imperial Munitions Board, used in his written application the following words:

... and upon your investigation you should find our application in order, we consider we should receive a refund from February 1, 1918. . . .

The comment of Chief Commissioner Drayton on this, set out on the same page, reads as follows:—

The CHIEF COMMISSIONER: There is no jurisdiction that I know of to order a refund, Mr. Thompson.

The statement set out in the recital of the order, viz., that the respondent companies had undertaken to refund the amount declared by the order to have been wrongfully charged and collected on such shipments, is material as bearing on the lack of the power of the Board to order. The records show that while the Board thought the redress above set out was proper, it was at the same time set out that it had no power to order it.

On the Board's file is a memorandum of the late Chief Traffic Officer, Mr. Hardwell, dated January 9, 1919, who made the report in question, setting out that, as directed, he had taken up with the Canadian Pacific the question whether in the event of the railway's claim as to billets being overruled this company would be a consenting party to an Order declaring the rates charged from Sault Ste. Marie since May 1 last unjust, unreasonable and excessive to the extent of the finding in the report. The Canadian Pacific, the Algoma Central Railways, and the Canadian Government Railways consented.

The situation then is that the railways consented to a refund which the Board had no power to direct. The consent in the particular case and on the particular facts creates no continuing jurisdiction.

In the long list of decisions to which reference has been made, the Board held that it had no power to "order" a refund. In the first of the *Oil Company* cases above referred to, Chief Commissioner Mabey, after stating the Board had power to declare what is the legal rate, said it could "authorize" the refund of the difference. In the latter case, traversing the same subject-matter, he said the Board had no power to "order" a refund, and that if the railways did not adjust on the basis of the difference in excess of the rate found to be illegal, the parties were left to their own redress.

I submit that the present Order goes no further than this. I also desire to point out that in decisions subsequent to this date, the position that the Board had no power to order the refunds was reaffirmed.

### III

The application as made involves the following movements of wood-pulp, the rate overcharges being set out as follows:—

Cars	From	To	Claim for over- charge
15	Bathurst, N.B.	Toronto	\$ cts. 372 68
2	Old Lake Road, Que.	"	18 28
22	Port Arthur, Ont.	"	618 81
1	Smooth Rock Falls, Ont.	"	4 73
1	Chatham, N.B.	"	19 96
			1,034 46

The contention that, in regard to past rates on the shipments concerned, the rates are unlawful turns on the question of the construction of the bearing of the tariffs on the long and short haul principle.

It has been held that the words of a tariff govern, and that if there is any ambiguity the tariff is to be construed strictly against the railway and in favour of the shipper. Evidence of intention contravening the words of the tariff is not admissible. In *Application of Robin Hood Mills, Ltd., Moose Jaw, Sask., and Montreal, Que., for ruling as to whether Sections 1 and 2 of Gen'l Order No. 234, dated May 22, 1918, were applicable to milled in transit arrangements to destinations east of Port Arthur, Fort William and Armstrong, Ont., Board's Judgments and Orders, Vol. 11, p. 469*, the following language was used at p. 477:—

In the decision of the former Chief Commissioner, Sir Henry Drayton, already referred to, which led up to issuance of General Order No. 234, the following language was used:—

"Tariffs, when ambiguous, if they can reasonably and properly be read in ease of the shipper, following the usual practice are so construed."

Toll clauses are to be construed with strictness, and it is the public rather than the parties who have obtained the Special Act containing such clauses in whose favour any ambiguity of meaning should be determined.

*Abdeen Commercial Co. vs. Gt. North of Scotland Ry. Co., 3 Ry. & Can. Traf. Cas., 213.*

Rulings regarding the wording of the classification may be taken as having a bearing on rulings regarding construction of the provisions of the tariffs. The classification of an article of commerce should be stated in terms that the shipping public may readily understand. The tariffs are to be construed according to their language, and the intention of the framers and the practice of the carriers do not control.

*Newton Gum Co. vs. C.B. & Q. Rd. Co., 16 I.C.C., 341. Pacific Biscuit Co. vs. S.P. & S. Ry. Co., 20 I.C.C., 540.*

It is established by authority that tariffs are to be strictly construed against the railway. Further, the intention of a tariff, or classification, is to be plainly shown in the wording of the tariff or classification, and it is not to be arrived at by representation as to what the intentions of the carriers were in framing the provision concerned.

See also *Spanish River Pulp & Paper Mills vs. C.P.R. Co., 19 Can. Ry. Cas., 381*, at p. 383, where the following language was used:—

Tariffs are not to be construed by intention; they are to be construed according to their language. *Nelson vs. Bell Telephone Co., File 13219.*

*Imperial Steel & Wire Co. vs. G.T. and C.P.R. Cos., 24 Can. Ry. Cas., 150*, at p. 153 has the following language:—

It well may be that the intention of the companies was to confine the special trans-continental rate to centres having a large export business, and that they did not so regard Collingwood. The tariff, however, has to speak for itself and must be interpreted literally without having regard to unexpressed railroad intentions.

Dealing with the claim as to overcharges, applicant relies on two methods of approach: First, the power of the Board to direct a refund. What is already set out covers this matter. Even if the Board should find that any or all of the rates in question were at a time in the past *excessive* as distinct from *illegal*, the Board would have no power to order a refund. The second method of approach is from the standpoint of the long and short haul clause.

*Bathurst, N.B., to Toronto.*—The fifteen cars from Bathurst to Toronto moved between August 29, 1922, and October 25, 1925. The rate charged throughout was 37½ cents. The applicant claims that a rate of 34½ cents should have applied.

The 37½-cent rate charged is quoted in Canadian National Railway tariff C.R.C. No. E-475. The Canadian Pacific Railway quoted a rate of 34½ cents in its tariff C.R.C. No. E-3974 from St. John to Columbus, Ohio; and it is contended that the rate so charged is the maximum to Toronto which is regarded



as intermediate. It is to be noted that the rate which is relied upon as the maximum is contained in Canadian Pacific Railway tariff from St. John to Columbus, and not in the Canadian National tariff. The applicant claims that the long and short haul clause applied. He said, in substance, Bathurst is intermediate to St. John and, therefore, should take the same St. John to Columbus rate by the Canadian National as is published by the Canadian Pacific Railway. The Canadian National, however, had no rate St. John to Columbus or any through rate of  $34\frac{1}{2}$  cents applicable. Railways are not obligated to meet the rates of their competitors. *Edmonton Clover Bar Sand Co. vs. G.T.P. Ry. Co., 17 Can. Ry. Cas., 95, p. 97.*

The rate quoted in the Canadian Pacific Railway tariff has no controlling effect on the Bathurst movement, nor is there any evidence of any value submitted by the applicant showing why it should have.

Canadian National Railway Tariff C.R.C. No. E-475 names rates on woodpulp between Canadian National stations in Canada. Canadian National Tariff C.R.C. No. E-458 is a joint competitive and proportional freight tariff naming rates on woodpulp from Canadian National stations to points in central freight territory, and points beyond.

Applicant claimed that the latter tariff applied as a maximum. This tariff, effective July 1, 1922, published a rate of  $36\frac{1}{2}$  cents from Bathurst to Columbus, Ohio, which was reduced to  $35\frac{1}{2}$  cents, effective April 22, 1924. The latter is the rate still in effect. From Bathurst to Detroit and Port Huron, Mich., the rates are the same as published to Columbus. Under the tariff last named, the traffic from Bathurst to Detroit, Port Huron or Columbus would be handled through Toronto, and the rule on page 6 of the tariff governing the application of rates to and from intermediate stations read in part:—

Rates to stations not named herein will (except as otherwise provided herein), when such stations are directly intermediate, be the same as to the next station beyond to which a rate is herein published.

Subsequent to the period covered by list of cars in question the foregoing rule has been amended to read:—

Rates to stations not named herein, will, when such stations are directly intermediate in the United States, be the same as to the next station beyond to which a rate is herein published; will not apply as maxima to intermediate points in Canada.

The situation is that while the cars in question were moving the rates quoted applied as maxima to points intermediate, the rule being wide enough to cover Canadian points. Subsequently, the tariff was amended to except Canadian intermediate points. This raises a situation where there is ambiguity in regard to the effect of the tariffs.

Giving due consideration to the matter, I am of the opinion that tariff C.R.C. No. E-458 applied as a maximum during the period the shipments were moving and that, therefore, the legal rate on woodpulp, in carloads, from Bathurst, N.B., to Toronto was  $36\frac{1}{2}$  cents from July 1, 1922, to April 21, 1924; and  $35\frac{1}{2}$  cents from April 22, 1924, to November 9, 1925. On the latter date, a rate of  $34\frac{1}{2}$  cents was published from Bathurst to Toronto in Canadian National Tariff C.R.C. No. E-999.

*Old Lake Road, Que., to Toronto.*—As pointed out, there were two cars. One of these moved in July, 1922, and the other in June, 1923. The rate charged was 34 cents; and it is claimed that a rate of  $32\frac{1}{2}$  cents should have applied. The 34-cent rate was contained in Canadian National Railway Tariff C.R.C. No. E-475; the  $32\frac{1}{2}$ -cent rate claimed is published in Canadian National Railway Tariff C.R.C. No. E-4458 and is applicable to Detroit, Port Huron, Mich., and Columbus, Ohio. Toronto is a directly intermediate station. For the

reasons already pointed out, I am of opinion that the 32½-cent rate was the rate legally applicable from Old Lake Road, Que., to Toronto at the time shipments moved.

*Port Arthur, Ont., to Toronto.*—Twenty-two cars are here involved. The movements took place between August 15, 1922, and May 29, 1923. The rate charged was 40½ cents, with the exception of the last shipment when rate of 40 cents was charged. Canadian National Railway Tariff C.R.C. No. E-475 carried a rate of 40½ cents from June 29, 1922, to May 28, 1923. No rate sanction for the 40-cent rate referred to appears.

Effective May 29, 1923, the rate was reduced to 37 cents. The applicant claims adjustment on the basis of 37 cents. The hitherto existing rate of 40½ cents has not been found to be illegal; it has not been found to be unreasonable; and no ruling has been made as to what should be a reasonable rate for the future. The voluntary filing by the railway of a rate on a lower basis than that hitherto existing creates no presumption that the hitherto existing rate was unreasonable. No submission has been advanced justifying the application of the 37-cent rate as a maximum in the case of the past rates.

*Smooth Rock Falls, Ont., to Toronto.*—One car is involved. This moved on November 4, 1922, and was charged a rate of 29 cents. The claim is that adjustment should be made on the 28-cent rate. The rate of 29 cents is contained in C.N.R. Tariff C.R.C. No. E-475, which was the legal rate in effect on the date the shipment moved. The 28-cent rate claimed was applicable at the date of shipment from Smooth Rock Falls to Manistique, Mich. The tariff shows the rate as being applicable only via Hearst, Ont., over Algoma Central and Hudson Bay Railway and the M. St. P. and S.S.M. Railway. No valid justification for the 28-cent rate in the case of the Canadian National movement has been advanced.

*Chatham, N.B., to Toronto.*—There is concerned in this case one car which moved on February 5, 1924. Rate of 40 cents was charged, which is the rate carried in C.N.R. Tariff C.R.C. No. E-475. It is claimed that a rate of 36½ cents should have applied as a maximum. This is the rate applying from Chatham, N.B., to Detroit, Port Huron and Columbus in C.N.R. Tariff C.R.C. No. E-458. For the reasons already set out in connection with the discussion of the rates from Bathurst, I am of opinion that this rate should apply as the maximum.

The situation, then, is that in the case of Bathurst, from July 1, 1922, to April 21, 1924, the legal rate to Toronto was 36½ cents; from April 22, 1924, to November 9, 1925, it was 35½ cents.

In the case of Old Lake Road, on the two cars concerned, the 32½-cent rate was the legal rate.

In the case of the twenty-two cars from Port Arthur, the rate basis claimed is not justified.

On the one car from Smooth Rock Falls, the rate basis claimed is not justified.

On the one car from Chatham, N.B., the rate basis claimed is justified.

#### IV

The applicant also asked that direction be given as to reasonable rates for the future. While during the period the shipments, covered by applicant's claim statement, moved, the rates from the points mentioned therein to Toronto published in the Canadian tariff were higher than the rates published in the joint, competitive international tariff to Detroit and Columbus, the present



rates to Toronto, except in the case of Old Lake Road, are lower. The present rate situation from these shipping points to Toronto, Detroit and Columbus is as follows:—

To	From				
	Bathurst	Chatham	Old Lake Road	Smooth Rock Falls	Port Arthur
Toronto.....	34½	34½	34	29	37
Detroit.....	35½	35½	32½	31½	39½
Columbus.....	35½	35½	32½	31½	40½

Applicant contended there should be a reduction in the present rates to Toronto. It was submitted that reasonable rates to Toronto should not exceed 29½ cents from Bathurst, Fort William, Port Arthur, St. John and Edmundston, and 25 cents from Old Lake Road. Applicant's test of the reasonableness of the suggested rates was by comparison with rates in effect on the same commodity between certain United States points, also from certain United States points to Canadian destinations. Rates cited were from Berlin, N.H., to Rittman and Cleveland, Ohio; Bangor, Me., to Cleveland, Ohio; Mount Desert, Me., to Cleveland, Ohio, Toronto and Windsor, Ont.; and from New London, Conn., to Thorold, Ont. Applicant contended that inasmuch as there was a rate of 29½ cents in effect between the points above cited for hauls of equal or greater mileage than from the Canadian shipping points to Toronto that would be a proper measure by which to establish a 29½-cent rate to Toronto.

In dealing with the question thus raised, several general positions which have been developed in the decisions and which are applicable to the present case may well be considered.

(1) *Mileage is not of itself a necessary conclusive measure of reasonableness.* *British Columbia Pacific Coast Cities vs. C.P.R. Co., 7 Can. Ry. Cas., 125, at pp. 142 and 143, Chief Commissioner Killam used the following language:—*

It appears to me that no inference can be drawn from a mere comparison of distance upon different portions of railways, and that it does not constitute discrimination—much less unjust discrimination—for a railway company to charge higher rates for shorter distances over a line having small business or expensive in construction, maintenance, or operation, than over a line having large business or comparatively inexpensive in construction, maintenance and operation.

In my opinion, a party raising such a complaint upon a mere comparison of distances should show the nature of the particular lines referred to and that there is a material disproportion of rates as against the shorter line after due allowance is made for the circumstances just mentioned.

*Doolittle & Wilcox vs. G.T. and C.P.R. Cos., 8 Can. Ry. Cas., 10, at pp. 11 and 12, Chief Commissioner Mabee, who rendered the decision, used the following language:—*

The fundamental ground of the application is to have mileage form the sole basis in making these rates. To those who have not had experience in ratemaking, the argument of distance must be the principal factor that appeals with force; but the history of these cases shows that while it is of course to be considered, in many cases it is the minor matter; I am not aware that either in England or in the United States it has been held by the rate-controlling tribunals that they are bound to regard mileage as a controlling factor.

*Re Freight Tolls, Board's Judgments and Orders, Vol. 8, p. 73:—*

... under the body of regulation which is developed under the Railway Act, mileage is not a rigid yardstick of discrimination. Discrimination in the sense in which it is forbidden by the Railway Act is a matter of fact to be determined by the Board.

*Complaint Spanish River Pulp & Paper Mills, Ltd., vs. C.P.R. Co. et al*, 23 Can. Ry. Cas., 100. See summary of decisions on page 109. *Canadian Oil Cos. vs. G.T., C.P., and C.N.R. Cos.*, 12 Can. Ry. Cas., 350, at p. 354:—

... a mere comparison of distances, without consideration of the peculiar circumstances affecting the traffic is not the final criteria of discrimination.

See also *Hudson Bay Mining Co. vs. Gt. Nor. Ry. Co.*, 16 Can. Ry. Cas. 254, where the following language is used at p. 256:—

It does not of necessity follow that the rates of one railway are to be taken as a conclusive measure of what it is reasonable to charge on another railway. *Dominion Sugar Co. vs. Canadian Freight Association*, 14 Can. Ry. Cas., 188, at p. 192.

Not simply mileage comparisons, but also comparisons in respect of conditions of operation, cost of carriage, volume of traffic, etc., would be necessary. And these to be conclusive would have to point to similarity, if not to identity of conditions.

Reference may also be made to *Edmonton Clover Bar Sand Co. vs. G.T.P. Ry. Co.*, 17 Can. Ry. Cas., 95.

The findings above summarized apply with still greater force when the rates with which comparisons are made are located under another jurisdiction, as are the railways of the United States.

In his presentation of the case, applicant, at p. 1454, in asking that the rate from St. John to Toronto be 29½ cents, figures this by comparison with rates from New London territory, which includes New York to Merritton and Stratford. When he was asked whether conditions were the same, he said the shipments moved in part over lines over which the Board had jurisdiction. What was raised by this comparison was the matter of the mileage basis.

(2) *Blanket or Group Rates Allowable and in Public Interest. Complaint of the Lake Superior Paper Co., Board's Judgments & Orders, Vol. 8, p. 123; Spanish River Pulp & Paper Mills, Board's Judgments & Orders, Vol. 12, p. 283. Fullerton Lumber & Shingle Co. vs. C.P.R. Co.*, 17 Can. Ry. Cas. 79, states at p. 87:—

A group rate arrangement endeavours to average distance and public convenience.

The rates which applicant desires to build up to Toronto are proposed to be built on mileage; but at the same time, the United States rates with which comparison is made include group rating arrangements. In the course of his presentation, his attention was directed to the fact that rates to American destinations, Detroit and Columbus, on which stress was laid by him, seem to be grouped as to points of origin. At p. 1446 of the evidence, in answer to a question so directed to him, he said:—

They seem to be grouped. You take Edmundston and St. John, and Bathurst and Woodlawn and Van Buren, the last two being in Maine, they are all, as you say, sir, grouped to western points.

In answer to a question on the same page, he stated that the rates moving to American destinations, e.g., Detroit and Columbus, were not on mileage.

Group or blanket arrangements being made on averages of distance and producing averaged conditions do not afford any necessary criteria of what is a reasonable rate on a mileage basis. Group rates in the United States in various cases cover very extensive territories; for example, it was stated by Lewis Spence, Director of Traffic of the Southern Pacific System, in the hearing before the United States Senate Committee of Interstate Commerce Long and Short Haul charges, 1924, p. 385, that potatoes moved from Minneapolis to Fort Worth, Texas, approximately 1,000 miles, at a rate of 96 cents; they also moved from Idaho Falls, Idaho, to the same destination, a distance of 1,510 miles, at the same rate.

The rate to Columbus, Ohio, as compared with the rate to Toronto having simply a 1-cent difference shows a factor of blanketing. Aside from the fact that from Detroit there is a blanket rate not under the Board's jurisdiction, it



may be noted that there was nothing advanced to show that this blanket rate is unreasonable in itself. Manifestly, it is illogical to attempt to build up a mileage structure on the basis of comparison with grouping arrangements.

(3) *What Competition exists and what detriment results from the competition?* *Michigan Sugar Co. vs. C.W. & L.E. Ry. Co.*, 11 *Can. Ry. Cas.*, 353. At p. 372, it was stated:—

... it is amply established in the evidence that there is no competition between the refined product of the Dominion Sugar Company and of the applicant company; there being no such competition, it cannot be alleged that the railway company is in any way limiting the market for the refined sugar.

*City of Toronto and Town of Brampton vs. C.P. and G. T. Ry. Cos.*, 11 *Can. Ry. Cas.*, 370. At p. 375, Chief Commissioner Mabey used the following language:—

I do not understand that there is anything wrong or evil in discrimination since it has not hurt any one. . . . In the absence of any injury to individuals or localities, what difference does it make whether there is discrimination.

*Kelowna Board of Trade vs. C.P.R. Co.*, 15 *Can. Ry. Cas.*, 411:—

A claim of unjust discrimination cannot be supported when the same circumstances and conditions do not and cannot exist.

*Guest Fish Co. vs. Dominion Express Co.*, 18 *Can. Ry. Cas.*, 1:—

It is not unjust discrimination to charge too low a toll to one market as compared with that to another market, when no competition exists between them.

*Spanish River Pulp & Paper Mills, Ltd.*, *Supra*, at p. 109:—

It was pointed out that mere allegation of difference in rate was not conclusive as to the existence of unjust discrimination or undue preference. It is necessary for the applicant before shifting onus on the railway to make out *prima facie* case of discrimination.

The Don Valley Paper Company, which was represented by the applicant, is concerned for the most part with the manufacture of stiff cardboards and stiff papers. Mr. Watson, for the railway company, at p. 1460, in dealing with the question of woodpulp rates in Canada, laid stress upon the competition of markets. He said that the large market for the products of the pulp and paper manufacturers being in the United States, the railways had recognized the necessity of making rates from Canadian points in order to enable Canadian producers to increase their output, and enable them to compete with rates from United States mills to consuming points in the United States.

Applicant was questioned at pp. 1471-1474 by the Deputy Chief Commissioner in regard to the nature of the competition, if any, existing between Columbus, Ohio, the point alleged to be favoured, and Toronto. Applicant stated that the Columbus buyer had an advantage over the Toronto buyer because of the rate difference, but did not give such concrete evidence as would enable any conclusion to be arrived at in regard to the effect of this upon the purchases and sales of the product manufactured by the firm which he represented.

The situation as summarized in the evidence (*Vol. 452, pp. 1476-77*) is as follows:—

THE ASSISTANT CHIEF: This question of what some one might do if he wakened up, I don't know that we need go into. But this situation of competition, Mr. Killengray, let me understand you correctly. First, as to the shipment of woodpulp to Columbus, Ohio, you are not in a position to say what the price of woodpulp purchased by the Columbus producer is, but you make this argument, that as there is a difference in rates of 1½ cents, or was that a difference, that the Columbus purchaser, or buyer, is able to raise the price by 1½ cents, and the Don Valley people must pay 1½ cents more to meet that.

MR. KILLINGRAY: Yes, sir.

THE ASSISTANT CHIEF: Then, second, as to the competition in Canada, as I understand it, you claim that there is competition from American producers, in regard to calendars and so on, but you are not in a position to say what, if any, competition there is in regard to cardboard manufactured in Columbus, or points like that, and shipped into Canada in competition.

Mr. KILLINGRAY: No.

(4) *United States Rates*.—The applicant has, as already pointed out, made sundry comparisons with United States rates. Reference was made to the rate from Bathurst to Toronto as compared with the rate from Bathurst to Buffalo. Bathurst to Toronto has a mileage of 856; the rate is 34½ cents. Bathurst to Buffalo, over the route in which the Canadian National is interested, has a mileage of 959; and the rate is 33 cents.

With regard to the rates on woodpulp from points in Canada to the United States, it is stated by the railway company that the situation is altogether different. It is stated that the great growth of the industry in recent years has resulted in a production very much greater than the consumption within Canada, and consequently to assist the Canadian producer to find a market in the United States and compete with the United States mills, also importations from foreign countries, it was necessary to establish competitive rates from Canada to the United States somewhat relatively lower than the rates within Canada. From Bathurst to Buffalo, 959 miles, the rate is 33 cents. At Buffalo, there is competition from New England mills, also with the Scandinavian countries, with rates in effect as follows:—

From	Routes	To Buffalo	
		Miles	Rate
Woodlawn, Me.....	{ M. C., Portland, Me., B. & M., Mechanicville, N.Y., D. & H. Binghampton, N.Y., Erie R.R.	892	32
	{ Me. C., Portland, Me., B. & M., Rotterdam Jct., N.Y., N.Y.C.....	823	
Great Works, Pa.....	{ Me. C., Portland, Me., B. & M., Mechanicville, N.Y., D. & H., Binghampton, N.Y., Erie R.R.	765	28½
	{ Me. C., Portland, Me., B. & M., Rotterdam Jct., N.Y., N.Y.C.....	696	
Rumford, Me.....	{ Me. C., Portland, Me., B. & M., Mechanicville, N.Y., D. & H., Binghampton, N.Y., Erie R.R.	703	28½
	{ Me. C., Portland, Me., B. & M., Rotterdam Jct., N.Y., N.Y.C.....	634	
Berlin, N.H.....	{ B. & M., Mechanicville, N.Y., D. & H., Binghampton, N.Y., Erie R.R.	626	25½
	{ B. & M., Rotterdam Jct., N.Y., N.Y.C.....	557	
Mount Tom, Mass.....	{ B. & M., Mechanicville, N.Y., D. & H., Binghampton, N.Y., Erie R.R.	460	25
	{ B. & M., Rotterdam Jct., N.Y., N.Y.C.....	391	
Carthage, N.Y.....	New York Central Railroad.....	225	15½
Import			
Boston, Mass.....	B. & M., Rotterdam Jct., N.Y., N.Y.C.....	476	23
New York, N.Y.....	{ New York Central Railroad.....	437	23
	{ Erie Railroad.....	423	
Philadelphia, Pa.....	{ Pennsylvania Railroad.....	416	26½
	{ Pennsylvania Railroad, N.Y.C.....		
Baltimore, Md.....	{ Pennsylvania Railroad.....	396	26½
	{ Pennsylvania Railroad—N.Y.C.....		

For the reasons given below, it does not appear to be necessary to go into the question of United States rates at length. Dealing with the Bathurst rate and leaving aside the question of the United States rates for the moment, it was contended by applicant, in answer to the Deputy Chief Commissioner, that the rate from Bathurst to Toronto should be comparatively lower than from St. John to Toronto; but he stated he was not in a position to state definitely how much lower.



It was pointed out by the representative of the railway, at p. 1463, that from Bathurst to Toronto, a distance of 856 miles, the rate was 34½ cents, and that from St. John to Toronto, a distance of 822 miles, the rate was the same. The matter of the short line mileage by the Canadian Pacific enters in.

The fact that the Canadian National gives a 33 cent-rate to Buffalo over its long route from Bathurst as compared with the 34½ cent-rate to Toronto was made the subject of analysis by the Deputy Chief Commissioner in the course of the hearing. In the table already quoted, reference is made to the mileage location of various producing points shipping into Buffalo and with which the Canadian National is in competition. The controlling effect of these groups, however, would appear to be in the short distance mileage and the rate attaching thereto. In order that the shipment from Bathurst to Buffalo over the Canadian National, with a distance of 959 miles, may get into Buffalo, it has to compete with the rate from Woodlawn, Me., which is controlled by the short mileage of 823 miles and the rate attaching thereto of 32 cents. The Canadian National movement, 67 miles longer than the long distance mileage to Woodlawn, Me., is charged one cent more.

In the submissions placed before the Board from time to time, it has been contended that American rates shall be the criteria of reasonableness, where such rates are lower than Canadian rates. In *Manitoba Dairymen's Assn. vs. Dominion and Canadian Northern Express Cos.*, 14 Can. Ry. Cas., at p. 149, the following language was used:—

As I construe the Railway Act, the Board must find its criteria of the reasonableness of the Canadian rates within Canada.

At p. 148 of the same Judgment, in dealing with the question of discrimination, it was pointed out that the Board had already held,—

that where the traffic compared moves over two different routes, this precludes the mere reference to difference in mileage rates being taken as *prima facie* evidence of discriminatory treatment, and that this held with especial force where comparisons are made with the rates of railways which are not subject to the Board's jurisdiction.

*Riley vs. Dominion Express Co.*, 17 Can. Ry. Cas., 112, at p. 115, it was said:—

Rates as arrived at in the United States are not the criteria of reasonable rates in Canada unless the circumstances in both cases are on all fours.

In *re Telegraph Tolls*, 20 Can. Ry. Cas, 1, at p. 6, it was said:—

The comparisons between rates in the United States and those in Canada are informative but not conclusive. They have no necessary conclusive bearing on the reasonableness of rates in Canada.

## V

The traffic involved covered approximately a three-year period, as set out in the statement of the applicant. Whether this covers all the traffic moving within that period is not set out. There is nothing before the Board bearing upon the volume of traffic now moving which would be affected.

Under the tariff concerned, which covers four provinces, traffic moves from 58 points of origin to 105 destinations. The points of origin are distributed as follows: Nova Scotia, 7; New Brunswick, 4; Quebec, 31; Ontario, 16. The destination points are as follows: Nova Scotia, 6; New Brunswick, 4; Quebec, 51; Ontario, 44.

On the record submitted, there is a lack of detail with regard to Canadian conditions affecting the traffic loading, earnings per car mile or per ton mile, or any other of the factors which would be pertinent as bearing on an application for downward revision of rates. No details bearing on their reasonableness from a Canadian traffic standpoint are submitted. As indicated, the extent covered by the tariff is wide. No figures are before the Board showing the volume of traffic which the tariff covers. The tariff is of general scope; yet no

complaint of a general nature has been recorded. There is nothing before the Board to show the amount of traffic the applicant would have which would be affected by the revised rates for which he asks.

There has been no general complaint. At the same time, the various rates have been the matter of gradual adjustment. Change in rates from a limited number of originating points to a limited number of destination points cannot be made without affecting the interests of others who have not been heard.

In my opinion, this phase of the complaint should be dismissed. In regard to the question of the legality of the rates concerned, a declaratory order may issue.

APPLICATION OF MOOSE JAW BOARD OF TRADE *re* CROSSING AND CONNECTION,  
CANADIAN PACIFIC RAILWAY AND CANADIAN NATIONAL RAILWAYS

*Judgment of Assistant Chief Commissioner, November 3, 1926, concurred in by Mr. Commissioner Boyce. Dissenting judgment of Mr. Commissioner Oliver.*

The matters involved were the subject of hearing; thereafter written submissions were filed and exchanged between the parties. Under date of June 21, 1926, the Board was written to by the Secretary of the Board of Trade of the city of Moose Jaw asking that it be supplied with copies of the additional correspondence which had been exchanged. The Board was written to by the Canadian Pacific Railway Company, under date of June 24, stating that copy of its submissions had been supplied to the city of Moose Jaw and the Board of Trade. The Board received in the last week of June copies of the siding agreements relating to spur tracks "L", "K", and "H". These had been asked for at an earlier date.

Application is made by specified firms in the city of Moose Jaw for the establishment of direct track connection of the Canadian National Railways with industrial spurs and private sidings at Moose Jaw. This representation was forwarded to the Board in a covering letter by the President of the Board of Trade. This letter states that said firms constitute 100 per cent of the shippers. In summary, the covering letter makes clear that this application arises out of action taken by the Board of Trade.

After reciting the conditions as to trackage, the delays alleged to exist, and the economies which it is claimed would flow from the track connection asked for, the application proceeds:—

In view of the conditions above recited, the undersigned do hereby apply to the Board of Railway Commissioners for Canada, under sections 252 and 253 of the Railway Act, being chapter 68 of the Revised Statutes of Canada, 1919, and amendments thereto, for an order,—

- (a) permitting the lines or tracks of the Canadian National Railways to cross the Outlook Branch of the Canadian Pacific Railway at a point shown on plan attached;
- (b) for an order that the lines or tracks of the Canadian National Railways shall be directly connected with the industrial spurs shown on the attached plan, so as to permit of the safe and efficient transfer of the passing of engines, cars, or trains over the tracks or lines of said Canadian National Railways to the said spurs, and that such connection shall be maintained and used; and
- (c) that the Board further order the Canadian Pacific Ry. Co. to permit the Canadian National Railway Company to operate switching services over the said industrial spurs and private sidings in delivery of traffic to and from Canadian National Railway lines.

Attached to the correspondence received from the Board of Trade is a certified copy of Resolution No. 701, passed by the Council of the City of Moose Jaw on June 1, 1925. Under date of June 3, 1925, a copy of this was forwarded to the Board by the city clerk. After setting out the application already referred to, the resolution proceeds:—



Now, therefore, be it resolved that the Council of the city of Moose Jaw is agreeable that the said petition should be granted by the said Board, and is willing that sidings and spur tracks of the city situate within the city of Moose Jaw should be available for the carrying out of the arrangement proposed by the said petition;

And it is further resolved that in the opinion of this council the granting of the said petition would be of great benefit to the city of Moose Jaw and request that the Board of Railway Commissioners appoint an early date for the hearing of the petitioners.

The main action was taken by the Board of Trade, which organization was represented by counsel at the hearing. The city was also represented by counsel at the hearing.

The application asked *inter alia* that an order be made authorizing the Canadian National to cross the Outlook Branch of the Canadian Pacific Railway. At the hearing, a verbal application for this sanction was made by counsel for the Canadian National Railways. Subsequently a formal written application was made by him.

Counsel for the Board of Trade stated that the application asking for an order permitting the Canadian National Railways to operate a direct switching service to the industrial tracks of the city was not a service to all of the tracks but to the three principal tracks. These industrial tracks were referred to at the hearing as spurs "L", "K" and "H", and are so referred to hereafter. The following is a description of the spurs "L", "K" and "H", the latter being the most northerly of the three:—

Spur "L" starts from the Outlook Branch of the Canadian Pacific Railway at 10th avenue, N.W., thence extends east along the lane in Block 13, across 9th avenue, along the lane through Block 70, across 8th avenue, N.W., thence along the lane in Block 71, across 7th avenue, N.W., along the lane in Block 72, across 6th avenue, N.W., and along the lane in Block 73, terminating at the west side of 5th avenue, N.W., with sub-spurs to the south in Blocks 13, 70, 71, 72, and 73, and also a spur on the north side in Block 72.

Spur "K" begins on the Outlook Branch of the Canadian Pacific Railway just west of Block 19, in the vicinity of the point where Fairford street abuts the right of way of the railway, thence extending east along the lane in Block 19, across 9th avenue, along the lane in Block 100, across 7th avenue, N.W., along the lane in Block 99, across 6th avenue, N.W., along the lane in Block 98, across 5th avenue, N.W., along the lane in Block 97, terminating at the west side of 4th avenue, with one sub-spur in Block 19, 3 sub-spurs in Block 101, 3 sub-spurs in Block 100, 3 sub-spurs in Block 99, 1 sub-spur in Block 98, and one in Block 97.

Spur "H" begins on the main line of the Canadian Pacific Railway, a short distance west of Thunder Creek, thence extending in a northeasterly direction across the right of way of the Canadian Pacific Railway across Manitoba street, west through Lots 38 to 29 Block 128, thence along the lane in Block 128 across 4th avenue, along the lane in Block 127, across 3rd avenue, N.W., along the lane in Block 126, across 2nd avenue, N.W., along the lane in Block 125, across 1st avenue, N.W., and along the lane in Block 124, terminating at the west side of a lane running north and south which runs to the rear of the lots facing on Main street north. Spur "H" has sub-spurs as follows: 1 to the premises of the Robin Hood Mills, 1 sub-spur in Block 128, 2 sub-spurs in Block 127, 2 in Block 126, 1 in Block 125, and 1 in Block 124.

While counsel for the Canadian National Railways supported this phase of the application, at the same time he queried the necessity of any such sanction being obtained by the Canadian National under the Railway Act.

It was urged, in substance, that the industrial tracks concerned were the property of the city of Moose Jaw and the city had the right to permit the Canadian National to operate this trackage, and that there was nothing in the Railway Act to prevent such an agreement being entered into.

It was admitted by the Canadian National that permission to cross the Outlook Branch of the Canadian Pacific Railway was absolutely essential if there was to be any operation by the Canadian National of the industrial tracks "L", "K" and "H". Counsel for the Board of Trade stated that its case stood or fell on the question of whether the Canadian National gets the right to cross the Outlook Branch. So far as the Outlook Branch is concerned, the Canadian National placed itself in the hands of the Board as to the question of protection, if any, necessary if the application was granted.

The application as launched urges that granting permission to the Canadian National Railways to make direct connection with spurs "L", "K" and "H" would create economies in cost and in time. It was very frankly admitted by counsel for the Board of Trade that one thing desired was to escape the cost attaching to interswitching as it at present exists.

The economies alleged were challenged by the Canadian Pacific and a considerable volume of evidence was received on this subject. In addition, written submissions were submitted by the parties and a further opportunity has been afforded them to check these statements and submit such explanatory material as was deemed proper.

The Canadian Pacific took exception to the joint operation of the spurs in question, a method of operation which would be necessary if the application was granted.

The practical working of the matter as above referred to was set out at great length. It is, however, referred to here only in a summary way, because the primary matter is to determine what power the Board has in the application. Careful consideration has been given to the decisions of the Board in other cases involving industrial trackage, and attention has been devoted to the contentions of the parties regarding the status of the contracts herein involved. The question concerned raises an issue which is not without difficulty.

In the present instance, the right of way is not owned by the Canadian Pacific. The right of way is, in the main, afforded by easements on city lanes and streets. In other cases, later referred to, there have been before the Board applications to direct a railway operating a spur track, under siding agreement, to extend such operation to a point beyond. What is asked for here is not that the Canadian Pacific shall be permitted or directed to operate over the spur or spurs in question to property beyond, but that the Canadian National should also be permitted to operate over the spur or spurs in question.

Spur "K" was built under an agreement entered into between the Canadian Pacific Railway Company, of the First Part, and the city of Moose Jaw, the party of the Second Part, on December 24, 1906. The usual provision is found in the agreement regarding the rental which, in this case, amounts to an annual charge of \$108.73. There are some changes in the printed form of the agreement, certain paragraphs as set out hereinafter being stricken out.

Under paragraph 5 of the agreement, which takes the place of paragraph 6 of the printed form but does not differ in wording from the printed form, it is provided that "the times at which and the manner in which the said siding shall be used shall be regulated by the officials of the railway company, provided always that their control shall not interrupt the proper use of said siding for the business of the party of the second part (that is, the city of Moose Jaw)."

Paragraph 6 is in the ordinary agreement form, except that it is renumbered, the printed paragraph being No. 7. This provides that the railway company shall at all times, during the continuation of the agreement, have the use of the said siding in so far as it shall not be required for the use of the party of the second part. Right is reserved to the railway company to permit the use of the siding to all other parties, provided that this does not interfere with the proper use of the siding for the business of the party of the second part. Said use is to



be upon proper compensation to be paid to the party of the second part. If an agreement cannot be arrived at between the railway company and the party of the second part in respect of the determination of the compensation, then the matter is to be dealt with by the Board. So far, these provisions deal with rights reserved to the railway company.

In place of paragraph 11 of the printed form of siding agreement, there is put in a typewritten paragraph numbered 10 which provides,—

That the rights and privileges of the party of the second part under this agreement shall not be transferred or sublet, either in whole or in part, except with the written consent of the railway company; and in the event of such transfer or subletting taking place without such written consent, the present agreement shall at the option of the railway company come to an end and be terminated from and after the date of such transfer or subletting.

Under paragraph 11 of the printed form, the provision is that if the railway company withholds its consent to such transfer without good and sufficient reason, the party of the second part is to have the right "should the railway company withhold its consent to such transfer or subletting, to appeal to the Board." It is to be noted that in paragraph 10 contained in the present agreement, the provision for appeal to the Board is stricken out.

Paragraph 12 of the printed form is renumbered 11. This provides that if the rental, or any part thereof, is in arrears for the space of two calendar months, then it shall be lawful for the railway company, on written notice, to discontinue to operate the said siding. No right of appeal to the Board is contained in this paragraph.

Paragraph 13 of the printed form is stricken out; this is the paragraph which provides that either party shall have the right to terminate the present agreement at any time by leave of the Board, upon giving notice.

It was stated by counsel for the Board of Trade that the "K" spur was extended under an agreement dated June 14th, 1911, and that the city paid for the construction and also paid a rental charge of \$39.79. Counsel for the city furnished, on request, copies of the siding agreements in respect of spur tracks "L", "K", and "H". The extension herein referred to is not covered by the siding agreements filed.

Spur track "H" was built under an agreement entered into on June 29, 1912, between the Canadian Pacific Railway Company and the city of Moose Jaw. This form as submitted is on the agreement form for a siding already constructed. There was an annual rental of \$321.98. The printed form is used here, there not being the same variations as are contained in the siding agreement dealing with spur "K". Under this, there are the ordinary siding agreement provisions:—

(1) That the times at which and the manner in which the said siding shall be used shall be regulated by the officials of the railway company, provided always that their control shall not interrupt the proper use of the said siding for the business of the party of the second part;

(2) That the railway company shall at all times during the continuance of this agreement, have the use of said siding in so far as it shall not be required for the use of the party of the second part as aforesaid;

(3) That the railway company may permit the use of said siding by other parties, provided such use shall not interfere with the proper use of said siding for the business of the party of the second part, upon proper compensation to be paid to the party of the second part, such compensation to be determined by the railway company and the party of the second part, and if they fail to agree then by the Board;

(4) That the rights and privileges of the party of the second part under this agreement shall not be transferred or sublet, either in whole or in part, except with the written consent of the railway company; provided the railway

company shall not withhold its consent to such transfer without good and sufficient reason; and the party of the second part shall have the right, should the railway company withhold its consent to such transfer, to appeal to the Board;

(5) Provision is made for termination of the agreement in the event of arrears of rental;

(6) And provision is made for termination of the agreement at any time by leave of the Board, upon notice.

Spur "L" agreement was entered into on June 20, 1912, between the Canadian Pacific Railway Company and the city of Moose Jaw. Under this, there is an annual payment of \$166.57 for rental. The ordinary printed form of agreement is used. This contains the usual provisions, the more important of which have been summarized in the details of the preceding spurs.

Orders of the Board in connection with the spurs in question have issued as follows:—

Spur "K".—Orders 2679 of March 15, 1907, and 14930 of October 2, 1911.

Spur "L".—Orders 7263 of June 11, 1909; 11479 of August 25, 1910; 18760 of February 20, 1913; and 34990 of May 3, 1924.

Spur "H".—Order 17506 of September 17, 1912.

Questions arise as to what relation the Board has to the provisions of the siding agreements. What sanction, direction or control is reserved to the Board thereunder? The provisions of the siding agreements as filed may, in so far as there is any reference to the Board or its powers, be summarized under the following headings:—

(a) Undertaking to construct a railway siding on the terms hereinafter mentioned, which the railway company has agreed to, *subject always to the approval of the Board of Railway Commissioners for Canada.*

Spur "K"—the underlined portion is contained.

Spur "L"—the underlined portion is contained.

Spur "H"—the underlined portion is not contained (this agreement form is for a siding already constructed).

(b) That the work of constructing the said siding shall be performed and all material . . . shall be furnished by and at the expense of the party of the second part, all to the satisfaction of the railway company and the Board.

Spur "K"—the underlined portion is stricken out.

Spur "L"—the underlined portion is contained.

Spur "H"—the underlined portion is not contained.

(c) The party of the second part will . . . pay to the railway company all cost and expenses which may be incurred by the railway company by reason of or arising out of any order or direction of the Board. . . .

Spur "K"—the underlined portion is stricken out.

Spur "L"—the underlined portion is contained.

Spur "H"—the underlined portion is contained.

(d) The party of the second part will not erect, or permit to be erected, or permit to remain if erected, any building or structure, or permit any material to be placed in violation of the law or of the Orders of the Board.

Spur "K"—the underlined portion is stricken out.

Spur "L"—the underlined portion is stricken out.

Spur "H"—the underlined portion is stricken out.

(e) That the railway company may permit the use of the said siding by other parties . . . upon proper compensation to be paid to the party of the second part, such compensation to be determined by the railway company and the party of the second part; and if they fail to agree then by the Board.



Spur "K"—the underlined portion is contained.

Spur "L"—the underlined portion is contained.

Spur "H"—the underlined portion is contained.

(f) That the rights and privileges of the party of the second part under this agreement shall not be transferred or sublet either in whole or in part, except with written consent of the railway company; provided that the railway company shall not withhold its consent to such transfer without good and sufficient reason; and the party of the second part shall have the right, should the railway company withhold its consent to such transfer, to appeal to the Board.

Spur "K"—the underlined portion is stricken out.

Spur "L"—the underlined portion is contained.

Spur "H"—the underlined portion is contained.

(g) Provided also that either party shall have the right to terminate the present agreement at any time, by leave of the Board. . . .

Spur "K"—the underlined portion is stricken out.

Spur "L"—the underlined portion is contained.

Spur "H"—the underlined portion is contained.

As indicated, the spur tracks in question involve the use of city streets and lanes, and it is contended that the Canadian Pacific Railway Company has no rights of ownership in respect of the location on the city streets and lanes. Counsel for the Canadian National states that these tracks are the city's tracks and that it has complete control over them, except as provided by agreement.

In another connection it was stated by counsel for the Canadian National Railways that if the Board has no jurisdiction to allow it on the tracks in question, it has no jurisdiction to direct that it be kept off the tracks in question.

At p. 3115, Vol. 447, counsel for the Canadian National Railways puts the matter in the following way. Referring to the spurs "K", "L" and "H", he says:—

The citizens of Moose Jaw made an agreement and now they want to make another agreement. What is to prevent them? I would like to hear what is to prevent them. My view is that we are perfectly willing to connect with the tracks of the city of Moose Jaw, and we would like permission to connect under section 252 of the Railway Act, because we cannot do it without such permission, as I understand it, and we want permission to cross the Outlook Branch upon proper terms as to protection. . . .

If the Board will grant us the crossing of the Outlook Branch, we will make an agreement with the city of Moose Jaw, whether you authorize it or not. We have no fear as to the legal position, as far as that is concerned, but we think you should make that provision in view of section 252.

As pointed out, the record submitted to the Board is apparently incomplete in regard to the extensions made in the various spurs and supplementary agreements in connection therewith. On what is before the Board, however, it appears that this does not alter the consideration as to the status of the siding agreements.

The Board's powers in connection with the Branch Line sections as distinct from the forced construction section have been passed upon by the courts.

The subject-matter of section 185, of the Act of 1919, is covered by section 226 of the Act of 1906 and by section 176 of the Act of 1903. Section 176 of the Act of 1903 is a new section.

In *Blackwoods and Manitoba Brewing and Malting Co. vs. Canadian Northern Railway and City of Winnipeg*, 44 S.C.R., 92, it was held that the Board of Railway Commissioners for Canada had not the power (except on expropriation or consent of the owner) to order that a private industrial spur-track or siding, constructed and operated under an agreement between a railway company and the owner of the land upon which it is laid and used only in connection with the business of such owner, shall be also used and operated as a branch of the railway with which it is connected.

In *Clover Bar Coal Co. vs. Humberstone, Grand Trunk Pacific Railway and Clover Bar Sand and Gravel Cos.*, 45 S.C.R., 346, it was held that notwithstanding provisions in an agreement under which a private industrial spur or siding has been constructed entitling the railway company to make use of it for the purpose of affording shipping facilities for themselves and persons other than the owners of the land upon which it has been built, the Board of Railway Commissioners for Canada, except on expropriation and compensation, has not the power, on the application under section 226 of the Railway Act (R.S.C., 1906, chap. 37), to order the construction and operation of an extension of such spur or siding as a branch of the railway with which it is connected.

A similar matter was involved in *Boland vs. Grand Trunk Ry. Co.*, 18 Can. Ry. Cas., 60. The following language was used at p. 64:—

I am of the opinion that construction made under an order issued under the provisions of section 222 is not *ipso facto* railway property. Whatever the effect of such order might be as against the railway company, it cannot in any way affect the title of the others and transfer the right of way on which the siding may be built from them to the railway. While it well may be that the section contemplates the acquisition of the right of way by the railway company, it can only contemplate this being done by agreement with the landowner or after payment of compensation fixed under the appropriate sections of the Act. Nothing of this sort has happened here.

The essence of the decisions is that a spur line constructed under the provisions of section 222 (181 of the present Act) does not become part of the railway of the company where the branch in question is built on the basis of a co-operative construction, as already referred to above.

The decisions establish that in order to make a branch line, whose basis is a consensual arrangement evidenced in a siding agreement, part of the railway, it is necessary to use expropriatory powers; that is to say, the railway acting on the part of the individual concerned, may take steps to expropriate and incorporate the branch line in its own system. The Board has no power to direct the extension of the siding not built under the compulsory construction sections unless there is expropriation. The branch line so situated is, within the reasoning of the decisions, not a part of the railway.

Under section 180 of the Railway Act, provision is made for branch line construction. Here, construction may be undertaken, the railway company exercising its right as to compulsory taking of land and thereafter completing the work. On the other hand, the branch line may have as its basis a desire on the part of an individual to have a line built to his industry; and here, if the railway and the applicant are in agreement, provision for a co-operative scheme of construction may be entered into. The terms on which a railway so enters upon this construction are defined in the siding agreement which sets out a contractual basis. In dealing with matters arising out of siding agreements, the Board, after referring to the fact that the branch line built on a siding agreement basis is not part of the railway, has said,—

... it would appear that as to the terms of construction of the branch line, the provisions contained in one siding agreement have no necessary bearing upon the terms contained in another siding agreement. . . . An equally fundamental matter is the question of the powers of the Board to make the revision in terms as asked for. . . . If the Board has no power under the "Branch Lines" sections to fix at the outset the terms as to co-operative construction and cost of maintenance, then it also follows that the Board is without power to revise the terms so agreed upon and fixed in a contractual agreement.

*Carroll Bros. vs. G.T.R.*, 28 Can. Ry. Cas., 36, at pp. 41-42.

It had already been pointed out in the same judgment, p. 40, that the Board had no power to compel the construction of a branch line, under the branch lines sections, to serve an industry. It is under the forced construction section that such action can be taken.

Counsel for the Canadian National, in a recent written submission made in another connection, dealing formally with the construction placed by him on the siding agreement and the Board's powers in relation thereto has said,—



. . . but the Board decided almost at its inception, and has continually maintained the position, that it is without jurisdiction to approve of siding agreements, or interfere with their terms in any way, unless such siding agreements contain clauses to give effect to which would interfere with public safety as to which the Board's powers are absolute.

The spur, constructed on the basis of a siding agreement, not being part of the railway, such powers, if any, as the Board may be able to exercise in reference to said siding must be specifically reserved powers. In this connection, reference may be made to the provisions already summarized. Item (a), as indicated, provides for the approval of the Board. Under the decisions, this approval does not make the branch line based on a siding agreement part of the railway. What must the Board consider in connection with the granting of such approval? Under the Railway Act of 1903, there are set out in section 175, subsection 4, the conditions on which the approval of the Board, if satisfied, may be given to a branch line when application therefor is made:—

. . . the Board, if satisfied that the branch line is necessary in the public interest, or for the purpose of giving increased facilities to business, and if satisfied with the location of such branch line and the grades and curves as shown on such plan, profile, and book of reference may . . . authorize the construction of the branch line. . . .

The same provisions are to be found in the Railway Act of 1919, section 182.

Summarizing the conditions precedent to the Board's consent, it must be satisfied,—

- (a) that the branch line is necessary in the public interest;
- (b) or that it will give increased facilities to business;
- (c) and that it is satisfactory from an engineering standpoint.

This provision does not, under the decisions and in the absence of specific reservation in the siding agreement, convey any power to the Board to say whether an additional railway shall be permitted to operate on the branch line so approved.

The reservations contained in items (b) to (g), inclusive, do not have a bearing on the application before the Board.

In the application as launched by the Board of Trade, and supported by the city, there are three inter-related portions. The Canadian National joined as to two phases of the application. The fundamental matter was that of operation on the designated spur tracks. In the absence of the question of operation over these tracks, the need for the other phases of the application is not apparent. The Board has no power to deal with the fundamental phase involving a direction to the Canadian Pacific to permit the Canadian National to operate over spurs "K", "L" and "H". Until there is such a change of status, if change be needed, as will, with legal sanction, permit the addition of operation as asked for, I do not think the Board would be justified in dealing with the ancillary phases of the application, viz., the request for connection with the spur tracks and the application to cross the Outlook Branch.

#### COMMISSIONER OLIVER:

The judgment of the Assistant Chief Commissioner, agreed to by Mr. Commissioner Boyce has been given under date of November 3, 1926.

The judgment begins with the following statement of the case:—

#### *Application of the Moose Jaw Board of Trade, Sask.,*

- (a) for an order permitting the Canadian National Railways to cross the Outlook Branch of the Canadian Pacific Railway;
- (b) for the establishment of direct track connection Canadian National Railways, with industrial spurs and private sidings at Moose Jaw;
- (c) for an order directing the Canadian Pacific Railway to permit the Canadian National Railways to operate switching services over the said industrial spurs and private sidings. File 6713.114.

Application of the Canadian National Railways for permission to cross the Outlook Branch of the Canadian Pacific Railway, as shown on the plan filed. File 34351.

The concluding paragraph of the judgment reads as follows:—

In the application as launched by the Board of Trade and supported by the city, there are three inter-related portions. The Canadian National joined as to two phases of the application. The fundamental matter was that of operation on the designated spur tracks. In the absence of the question of operation over these tracks, the need for the other phases of the application is not apparent. The Board has no power to deal with the fundamental phase involving a direction to the Canadian Pacific to permit the Canadian National to operate over spurs "K," "L" and "H." Until there is such a change of status, if change be needed, with legal sanction, permit the addition of operation as asked for, I do not think the Board would be justified in dealing with the ancillary phases of the application, viz., the request for connection with the spur tracks and the application to cross the Outlook Branch.

As I understand the purport of the foregoing paragraph as quoted, it is,—

(1) That the Board has no authority to order the Canadian Pacific Railway to permit the Canadian National Railway to switch cars over the industrial spurs referred to as "K," "L" and "H."

(2) That therefore, an order granting the application to the Canadian National Railway for a crossing over the Outlook Branch of the Canadian Pacific Railway, so that the former might conveniently reach the spurs in question would be unwarranted.

If this understanding is correct I am unable to find myself in agreement with the judgment of the Assistant Chief Commissioner and of Mr. Commissioner Boyce, for the reasons which I shall endeavour to state and explain.

The city of Moose Jaw is situated at an important junction and divisional point on the Canadian Pacific Railway main line. The "Soo" line from Chicago and St. Paul joins the Canadian Pacific main line a few miles east of the city; the Outlook Branch of the Canadian Pacific Railway extends northwesterly with connections to Edmonton; and the Shaunavon Branch extends southwesterly to Lethbridge. The Melville-Regina Branch of the Canadian National Railway passes through Moose Jaw on its way to Riverhurst at the crossing of the South Saskatchewan, and is under construction to connect with the Canadian National line between Saskatoon and Calgary. There are of course a number of subsidiary branches and important connections of both systems besides those mentioned. Such favourable railway connections tend to constitute Moose Jaw a desirable location for distributing enterprises, both industrial and commercial. Naturally those who have had the guidance of the city's affairs have always wished to improve the conditions of receiving and distributing from time to time as occasion arose or opportunity offered.

The need of activity on the part of Moose Jaw was impressed by the fact that Regina, the capital of the province, situated 40 miles eastward on the main line of the Canadian Pacific Railway, also having Canadian National connections, and with a number of radiating branches both of Canadian Pacific and Canadian National, is a rival for the distributing trade of at least all the southern part of the province. The territory served by railways radiating from Moose Jaw could be served almost equally well from Regina and also the territory covered by the railways radiating from Regina could be served almost equally well from Moose Jaw. Under such conditions the distributing trade of Moose Jaw is, and must of necessity be dependent on the promptitude of its service, which again is necessarily dependent upon the certainty, rapidity and low cost of the rail movements both inward and outward.

The city of Moose Jaw centres on the Canadian Pacific Railway station. The principal business part of the city lies north of the main line of that railway and is approximately equally divided by Main street which runs northward from the railway station. The railway yards lie west from the station. The first receiving, distributing and industrial concerns of the city were located north of the Canadian Pacific Railway tracks, beginning some two blocks west of Main street and extending thence westerly and adjacent to the Canadian Pacific Railway yards. The Robin Hood mills, a very important export industry, are



located in the sixth block west of Main street and north of the Canadian Pacific main line. The Outlook Branch of the Canadian Pacific leaves the main line at the street between the eighth and ninth block west of Main street and crosses the outlying western part of the city in a northwesterly direction.

With a view no doubt first of attracting distribution and industrial enterprises to the city, and second of securing their location in the western section north of the Canadian Pacific Railway where the larger number of such enterprises were already located, the city entered into an arrangement with the Canadian Pacific by which the lane midway between High and Fairford streets, some distance west of Main street, was occupied by a spur from the Outlook Branch of the Canadian Pacific Railway. By an agreement dated December 24, 1906, the city paid for the grading and ties of the spur and leased the necessary rails, fastenings and switch materials from the Canadian Pacific, at a rental of \$108.73 per year. By a supplementary agreement dated June 14, 1911, the spur was extended further eastward along the same lane. The city paid the railway \$549 as the cost of construction and pays a rental of \$39.79 for the use of the rails, fastenings, etc. At the hearing and in the documents on file, this track is referred to as spur "K".

The agreement between the city and the railway in respect of spur "K" is not altogether in the terms of an ordinary industrial siding agreement, and the spur was not an ordinary industrial spur. A siding agreement is for the purpose of enabling an industrial or commercial enterprise, not located on the main tracks of a railway, to get such connection with these tracks as shall enable it to do business on terms of equal, or approximately equal, advantage with other like enterprises located on such tracks. The city is not an industrial or commercial enterprise. The track was not built to enable it to receive or ship freight of any kind. It was to all intents and purposes a separate piece of railway, and was built by the city to enable private industrial and commercial enterprises either located directly on it or on spurs which connected with it, to operate on favourable terms in the section of the city that those having direction of its affairs at that time considered most desirable in the general interests of the city.

That the agreement of 1906 is not an ordinary siding agreement is made evident by the variation from the terms of the ordinary siding agreement in section 10, which reads as follows:—

10. That the rights and privileges of the party of the second part (the city) under this agreement shall not be transferred or sublet, either in whole or in part, except with written consent of the railway company; and in the event of any such transfer or sub-letting taking place without such written consent, the present agreement shall, at the option of the railway company come to an end, and be terminated from and after the date of such transfer or sub-letting.

The ordinary siding agreement clause for which the foregoing is substituted and which appears in the agreements regarding the other two spurs, "H" and "L" under consideration, reads as follows:—

That the rights and privileges of the party of the second part under this agreement shall not be transferred or sublet either in whole or in part, except with the written consent of the railway company. Provided that the railway company shall not withhold its consent to such transfer without good and sufficient reason and the party of the second part shall have the right, should the railway company withhold its consent from such transfer, to appeal to the Board.

It will be observed that the question of the right to sublet the spur or in other words to admit another railway to its operation, is the important feature of the section and that although the method provided for dealing with a dispute as to sub-letting is different from that in the ordinary siding agreement as applying to spurs "H" and "L", in so far as there is a difference it more fully confirms the absolute right of ownership in the spur to the city. The Board is given power under the terms of the city's agreement with the Canadian

Pacific Railway to refuse the right of sub-leasing in respect of spurs "L" and "H", but has no such power under the terms of the agreement regarding spur "K".

Approval was given to the first agreement regarding spur "K" by the Board on March 15, 1907, and to the agreement for its extension on October 2, 1911.

In order that there might be no question as to the rights of the city to build railway lines, tracks or spurs within its limits in fulfilment of the purposes in view in the building of spur "K", the Legislature of Saskatchewan in 1912 passed an Act of which the following is section (3):—

(3) The city (Moose Jaw) is hereby authorized and empowered to construct, build and operate or enter into an agreement with any railway company to construct, build and operate spur or commercial railway tracks in any part of the said city, and to connect the same or cause the same to be connected with the main or other lines of any railway company built into or operating in the city of Moose Jaw; subject, however, to the regulations and supervising of the Board of Railway Commissioners, and for the purpose of such building or construction, the city of Moose Jaw shall have and possess all rights of expropriation granted to cities under the city Act in connection with any property that may at the present time or at any time hereafter be expropriated under such Act; provided that the plans for any railway track to be constructed under the provisions of this section shall first receive the approval of the Minister of Railways for Saskatchewan.

In practical effect this Act gave the city the status of a railway company in regard to spurs built by itself within its own boundaries, whether built before the passing of the Act, as in the case of spur "K", or as in that of spurs "H" and "L", built after it was passed. The legal relationship of the city to these spurs was therefore essentially different from ordinary spurs built under ordinary siding agreements.

The Act was assented to on March 13, 1912. In June of that year agreements for construction and operation of the spurs "L" and "H" were made between the city and the Canadian Pacific Railway. The agreement in both cases were approved by the Board.

Spur "L" left the Outlook Branch at a point further northwesterly than the point at which "K" spur left it and going easterly, occupied the lane midway between Fairford and Ominica streets for a distance of six blocks.

Spur "H" left the main Canadian Pacific line at a point near the Robin Hood mills and about six blocks west of Main street. After crossing Manitoba street, which fronts on the Canadian Pacific main line property, it entered the lane midway between Manitoba and River streets and followed it easterly five blocks or to within one range of lots of Main street.

When the Grand Trunk Pacific (now the Canadian National) track reached Moose Jaw an arrangement for interswitching was made, whereby cars arriving on Canadian National tracks were switched to sidings operated by the Canadian Pacific at a charge of approximately \$10 per car. A statement submitted at the hearing showed that for the sixteen months from January 1, 1924, to May 31, 1925, the Canadian National Railways had collected from Moose Jaw shippers on account of switching services performed by the Canadian Pacific Railway nearly \$17,000, and in addition there was a further cost of \$14,500 which was absorbed by the Canadian National itself on cars coming from competitive points. It was further stated on behalf of the applicants that if the application were granted the Canadian National would place as desired by shippers, cars coming to the city over their lines without any switching charge.

It was also stated on behalf of the applicants that frequently there were unwarranted delays in the placing of cars arriving by Canadian National, which seriously interfered with the prompt service that was necessary to enable Moose Jaw industrialists and distributors to compete with rivals on the terms to which they felt themselves entitled. Instances of delays were given. A car took two days to reach Moose Jaw from Coppen, 119 miles distant, and took



five days to be switched to place for loading. A car from Snipe Lake, 361 miles distant, shipped on the 5th, arrived on the 7th, and was not placed for loading until the 10th. A car from Riverhurst, 72 miles distant, was shipped on January 29, arrived on January 31, and was placed for unloading on February 6. The length of haul involved in the interswitching amounted to 8½ miles and the movements were numerous and complicated. The subject of delays in placing cars was gone into very fully both at the hearing and by documents afterwards submitted and now on file, supported in some cases by affidavit. Paragraph 25 of the submissions of the President of the Moose Jaw Board of Trade, dated November 20, 1925, reads:—

We submit, gentlemen, that the evidence already offered is conclusive and proves that the Canadian Pacific Railway not only do not give reasonable service on interswitched cars, but they do not give service on such cars equal to that given on their own cars. . . . and we further submit that the delays incident to the present service on interswitched cars is a menace to the business of those shippers and consignees who have to depend on such service.

If it were necessary to a decision I would be compelled to say that in my opinion reasonable ground for the complaints of the applicants as to dilatory service has been established; but I do not consider that this must be established as a fact in order that the application should succeed. In this connection I desire to draw attention to section 253 of the Railway Act under which the application of the city of Moose Jaw is made, which says:—

(1) Where the lines or tracks of one railway are intersected or crossed by those of another, or upon any application for leave to make any intersection or crossing, or in any case in which the tracks or lines of two different railways run through or into the same city, town or village, the Board may, upon the application of one of the companies, or of a municipal corporation or other public body, or of any person or persons interested, order that the lines or tracks of such railways shall be so connected, at or near the point of intersection or crossing, or in or near such city, town or village, as to admit of the safe and convenient transfer or passing of engines, cars and trains, from the tracks or lines of one railway to those of another and that such connection shall be maintained and used.

(2) In and by the order for such connection, or from time to time subsequently, the Board may determine by what company or companies, or other corporations or persons, and in what proportions, the cost of making and maintaining any such connections shall be borne, and upon what terms traffic shall be thereby transferred from the lines of one railway to those of another.

The section continues in subsection (3) to deal with a situation in which joint operation of one railway track under provincial charter and another under Dominion charter is desired.

In no part of the section is there any suggestion that the proposed track connection which is for the convenience of shippers in the handling of their traffic shall be dependent upon the efficiency or sufficiency of the service already being given by one or other of the railways concerned.

It is true that "the Board may" grant the order asked for and therefore it is to be assumed "may not" grant it. But as no conditions are attached to the application, it would appear to me that the interest of the Board in such an application is to decide as to the details and apportion the cost; once it has been satisfied that it is not frivolous or improper in character. In my opinion, the section assumes that wherever joint service is reasonably and fairly practicable, the Board shall see that it is accorded if it is asked for by any one of the several parties concerned.

The city of Moose Jaw, owners of spur tracks "K", "H", and "L", and the Board of Trade, representing the industrialists and distributors of the city who must use the tracks, apply for an order of the Board directing connection of these spurs with the Canadian National Railway tracks under section 253 of the Railway Act, above quoted. The Canadian National Railways apply for leave of the Board to make the connections asked for by the city and Board of Trade and to cross the Outlook Branch of the Canadian Pacific Railway in order to do so. The application of the Canadian National Railways is made under section 252 of the Railway Act, as follows:—

(1) The railway lines or tracks of any railway company shall not cross or join or be crossed or joined by or with any railway lines or tracks other than those of such company, whether otherwise within the legislative authority of the Parliament of Canada or not, until leave therefor has been obtained from the Board as hereinafter provided.

(2) Upon any application for such leave, the applicant shall submit to the Board a plan and profile of such crossing or junction, and such other plans, drawings and specifications as the Board may, in any case, or by regulation, require.

Subsections (3), (4) and (5) give the details regarding construction for which the Board is responsible.

The plan submitted by the Canadian National Railways is identical with that submitted by the city and Board of Trade. It shows a spur leaving the branch of the Canadian National which reaches the Dominion Government Elevator west of the Canadian Pacific Railway's Outlook line. It crosses the Outlook line near the point at which spur "K" leaves it. Shortly after crossing the Outlook line it joins spur "K". The plan shows a connection to be made between spurs "K" and "L" by a line which leaves "K" somewhat over a block easterly from the Outlook line. Connection is made with spur "H" by a line which leaves "K" near the Robin Hood Mills. There is also a short separate connection to these mills. No question was raised as to the practicability of the connections as proposed, nor as to the proposed crossing of the Outlook line. Traffic on that line is one passenger train each way per day except Sunday besides freight.

The application was opposed by the Canadian Pacific Railway both at the public hearing in Moose Jaw and by documents filed with the Board since that hearing. In a lengthy memorandum dated May 21, 1926, the solicitor for the Canadian Pacific Railway sums up the case for that railway, and in an accompanying letter he asks that the Board dispose of the matter on the record. As I understand the memorandum, he makes his main contentions,—

- (1) that it (spur "K") cannot be regarded as other than a Canadian Pacific Branch line for the purposes of this application, and
- (2) that the proposed joint operation involves an interference with our services which, it is not out of place to say, would be not only unjustifiable, but intolerable.

I do not find the arguments in support of the Canadian Pacific Railway ownership of spur "K" convincing, particularly in view of the terms of section 10 of the agreement between the City and the Canadian Pacific Railway regarding the operation of that spur, in which the right of the city to sub-let (admit to joint operation) another railway, is recognized free of any interference by any other authority. If the Company owned the spur there could be no question of a right of sub-letting by the city. The railway may if it pleases in case the city sub-lets the right of operation in spur "K", withdraw from the agreement, but it has no other remedy under it, as it must have if it were the owner.

It does not however appear to me that the agreements regarding the several spurs, whatever they may be, or have been, are material to the application. If all three spurs were in fact the property of the Canadian Pacific Railway, the Board would in my opinion, still have power to order the connection asked for, subject only to conditions to be fixed on the responsibility of the Board.

In support of that view, I desire to quote from section 193 of the Railway Act:—

(1) The company may take possession of, use or occupy any lands belonging to any other railway company, use or enjoy the whole or any portion of the right of way, tracks, terminals, stations or station grounds of any other railway company, and have and exercise full right and power to run and operate its trains over and upon any portion or portions of the railway of any other railway company, subject always to the approval of the Board first obtained and to any order and direction which the Board may make in regard to the exercise, enjoyment or restriction of such powers or privileges.

(3) If the parties fail to agree as to compensation, the Board may, by order, fix the amount of compensation to be paid in respect of the powers and privileges so granted.



The power given to one railway to use the tracks of another, subject to the approval of the Board, is not limited by the terms of any lease or agreement, or in any other manner whatsoever. The power of the Board to authorize the taking for use is absolute. Subsection (3) of section 193 makes full provision for the adjustment of compensation by order of the Board for rights infringed upon or for disabilities resulting. But no provision is made whereby the company whose tracks is to be used by the other company can enforce any objections it may have to the order which authorizes such use. That being the fact, the ownership of the track or tracks affected, or the terms and conditions of their occupation or operation, can have no effect to prevent the connection and use asked for in this case by the city of Moose Jaw, by the Moose Jaw Board of Trade and by the Canadian National Railways from being granted.

As to the second contention of the Canadian Pacific Railway that the leave asked for should not be granted because it would be "unjustifiable", and an "intolerable" interference with the services now being efficiently rendered by that railway. It is to be understood that difficulties may arise in connection with joint operation that do not occur under operation by a single company. Notwithstanding that admitted fact it is plain that the Railway Act assumes by its terms that the advantages to the public outweigh the disadvantages to the railroad. The industrial and distributing enterprises of Moose Jaw are the first points of contact between the railroads and the public who are served from that city. They are apparently unanimous in their belief that the joint service asked for would be a public benefit. They are so convinced, that they have formally invoked the provisions of the Railway Act and the powers of the Board under that Act in order to secure the measure of advantage which they expect would result. If railroads are built and operated to render service to the public, it does not appear to me that the objections of the Canadian Pacific Railway, because of difficulties which are inherent to all such double services over a single track, should prevail.

On February 9, 1926, the Board issued Order No. 37320 by which, on its application, the Canadian Pacific Railway was authorized to operate its trains over spurs of the Canadian National tracks in the city of Kingston, Ont., known as the Cohen and Crawford sidings, on terms to be arranged between the two railways; or in default of their coming to an agreement, then by a further order of the Board.

By the terms of the order the Canadian Pacific Railway was allowed to operate the spurs forthwith. There was no delay in operation while the arrangements as to terms were being negotiated between the railway companies.

This order followed upon a public hearing in Ottawa on December 15, 1925, at which the Assistant Chief Commissioner presided, and at which the Canadian National Railways, owners of the line with which the spurs were connected, objecting to the granting of the application.

The railways were unable to come to an agreement as to the terms of joint operation and it was not until the Board had issued Order No. 37744, dated June 16, 1926, that these terms were settled. Both railways objected to the terms imposed by the Board but notwithstanding their objections the spurs are now being jointly operated subject to those terms.

The facts of the case were that the Canadian National owned the railway line with which the spurs were connected. One of the spurs was entirely the property of the business located on it. The other enterprise had built the grade and provided the ties, but paid an annual rental to the Canadian National Railways for the use of the rails, fastenings, switches, etc. Both were under the usual siding agreement with the Canadian National, duly approved by the

Board. The order of February, 1926, permitting the use of these spurs by the Canadian Pacific Railway was given because both industries desired direct service by the Canadian Pacific Railway, which that railway desired to give.

The right to operate cars on the two spurs mentioned was granted the Canadian Pacific Railway, although it could only reach them over the Canadian National track. While the Canadian Pacific Railway operated over that track to Kingston station under a lease of running rights, that lease was not held to give it any right to operate the spurs and its operation of the spurs is made subject only to terms imposed by the Board.

The right to operate these industrial spurs of the Canadian National Railway was granted by the Board to the Canadian Pacific Railway under the provisions of Section 193 of the Railway Act and in pursuance of the policy of permitting joint use of industrial tracks as expressed in section 253 of the Act.

I have been unable to find either in the records of the hearing, or in the documents subsequently filed, any suggestion from the Canadian Pacific Railway that its joint operation of these two spurs was either "unjustifiable", or an "intolerable" interference with the service already being rendered on them by the Canadian National Railways. The Canadian Pacific had already the same rights of interswitching on those Canadian National spur tracks at Kingston that the Canadian National now has over the Moose Jaw city (not the Canadian Pacific) spur tracks at Moose Jaw. But the enterprises served wanted direct Canadian Pacific service. The Board having under those circumstances granted the Canadian Pacific Railway the right to give a direct service on the Canadian National spurs at Kingston, I am unable to find a reason why the Canadian National should not be granted the right to give a similar direct service over the city spurs that are connected with the Canadian Pacific tracks at Moose Jaw. This would apply, even though the spurs belonged to the Canadian Pacific, instead of to the city, as they do.

In regard to the conclusion of the Assistant Chief Commissioner that,—

The Board has no power to deal with the fundamental phase involving a direction to the Canadian Pacific to permit the Canadian National to operate over spurs "K," "L" and "H."

I find myself unable to accept that conclusion, because in my opinion,—

(1) The conditions which section 253 of the Railway Act was provided to meet are present in the case of the Moose Jaw application;

(2) The terms of the section fully empowers the Board to deal with the situation, as it has been disclosed at the hearing and in the documents on file;

(3) I cannot find anything in the records of the hearing, in the documents on file or in the terms of the Act that, so far as I can see, in any degree detracts from the power of the Board to grant this application;

(4) While the word "may" is used by the Act in defining the powers and duties of the Board in the matter, in my opinion the context indicates the intent that if the conditions are as set forth in the section, and as they actually exist in this case, the Board "shall" take the action provided.

The concluding words of the finding of the Assistant Chief Commissioner are as follows:—

Until there is such a change of status, if change be needed, as will, with legal sanction, permit the addition of operation as asked for, I do not think the Board would be justified in dealing with the ancillary phases of the application, viz., the request for connection with the spur tracks and the application to cross the Outlook Branch.

This is a definite refusal to allow the Canadian National to cross the Outlook Branch as requested by the Canadian National Railways. Unless that Branch can be crossed by the Canadian National, its connection with spurs "K", "L" and "H" as desired by the city of Moose Jaw and by the Board of



Trade of that city cannot be made. The refusal to allow this crossing is apparently to stand until some suggested, but so far as I can see, as yet undefined change in the ownership or operation, or both, of the spurs in question has occurred. What change or measure of change is assumed to be required before a crossing is to be allowed, or how the change may be brought about, I have been unable to determine. I will therefore endeavour to define the situation as it appears to me.

The Canadian National desires to cross the Outlook Branch in order to connect directly with the city's Spur "K". The city is the owner of the land on which that spur is built. The city paid in full for the building of the grade and for the ties used. It rents the rails, fastenings, switches, etc., from the Canadian Pacific Railway. The city has authorization by provincial statute to build, own, operate or lease that spur—together with the others under consideration. The right of the city to sub-let the operation of spur "K" to any other railway is subject only to the cancellation by the Canadian Pacific Railway of its present agreement with the city, which would of course be followed by the withdrawal of the Canadian Pacific from operation of the spur. If the city is willing to accept that alternative, then there is no bar to the lease of spur "K" to the Canadian National Railways. The evidence given at the hearing at Moose Jaw and the documents on file, in my view constitute beyond question an application for an Order by the Board establishing a transfer connection as provided in section 253 of the Railway Act.

Only by the terms of the Provincial Act, which places the tracks built by the city of Moose Jaw under the "regulations and supervision of the Board of Railway Commissioners," has the Board any possible connection with or control over the action of the city with regard to spur "K." It is fair to assume that the legislature which passed the Act the better to enable the city to provide convenient trackage for its manufacturers and merchants, did not contemplate the use of the power then given the Board to prevent the city from deriving the full measure of benefit from the powers so given by the Act and the expenditures made under its provisions. It would seem to me that an amendment of the provincial Act to remove these spurs from the regulations and supervision of the Board would be a feasible means of overcoming the situation created by the judgment under consideration. But it does not seem to me that such action should be necessary to enable the purpose of the city in building the spurs to be achieved.

The application of the Canadian National Railways to cross the Outlook Branch is made under section 252 of the Railway Act, which says, as already quoted:—

The railway line or tracks of any railway company shall not cross or join or be crossed or joined by or with any railway lines or tracks other than those of such company, whether otherwise within the legislative authority of the Parliament of Canada or not, until leave has been obtained from the Board as hereinafter provided.

The continuing part of the section gives the conditions under which permission of the Board may be given for a crossing, but in no way does it limit the power of the Board to refuse permission.

Clearly the Board has the power in law to prevent the extension of any railway line or branch across any other line or branch of railway with or without assigned cause. So that no matter how urgently the city of Moose Jaw on behalf of its business interests may desire competitive service over the railway spurs built with the city's money, on city lanes, for the benefit of the business interests of the city, the Board has the power to prevent that competitive service by refusing the Canadian National permission to cross the Outlook Branch.

It is of course obvious that such extraordinary power was not placed in the hands of the Board to be exercised otherwise than in the public interest, which

again of course is a matter for the judgment of the Board. When the city of Moose Jaw expresses in proper and definite form its desire for competitive service by the Canadian National Railways on its own tracks, unless it is debarred from such competitive service by well-defined and amply sufficient considerations, such as are not apparent to me in the judgment of the Assistant Chief Commissioner, or otherwise, I am unable to agree that the Board is warranted in refusing the application.

The arbitrary power of refusal given to the Board is only in my opinion to enable it to deal with frivolous or improper applications. Its use in such a way that a city is thereby prevented from getting the full benefit of its own enterprise and its own expenditures as authorized by the legislative authority from which its powers are derived, it appears to me, demands much stronger and more definite justification than I can find in the judgment under consideration and from which I desire, with due respect, to express my most emphatic dissent.

APPLICATION OF UNITED FARMERS OF MANITOBA *re* CANADIAN PACIFIC RAILWAY  
TRAIN SERVICE AT TILSTON

*Judgment of Assistant Chief Commissioner, November 11, 1926, concurred in by Mr. Commissioner Boyce. Dissenting Judgment of Mr. Commissioner Oliver.*

This matter was heard before Commissioners Boyce, Oliver and myself. At the hearing, questions as to the cost of operation were raised, and the railway was directed to submit figures bearing upon the freight and passenger traffic, the out-of-pocket costs, and the cost of operation.

The service which existed and concerning which complaint was made was as follows: A mixed train operating over the Griffin subdivision, on which Tilston is located, leaves Lauder on Tuesdays and Fridays for Alida and returns on Wednesdays and Saturdays. Freight for points on this subdivision shipped from Brandon and Winnipeg on Saturday afternoon is stated by the railway to arrive at destination Tuesday afternoon; and freight shipped from points on the Griffin subdivision on Wednesdays is stated to be delivered at Brandon on Fridays. Passengers, baggage and express leaving stations on the subdivision in question, eastbound, on Wednesdays and Saturdays make connection at Lauder for either east or west.

The application was to the effect that the existing bi-weekly service was inadequate and that, at least, a tri-weekly service should be afforded. It was contended that the existing service was a detriment to settlement; that the mail service was poor; that the petitioners felt they were being discriminated against in favour of the Lyleton Branch which had a better service; that a better train service was necessary in order to have proper handling of the outward shipping of eggs and cream; and the petitioners were of opinion that the earnings of the branch justified an increased train service. The branch from Lauder to Alida, a distance of 53.9 miles, serves the needs of the country for about ten miles north and south of the line.

The branch in question comprises the Griffin subdivision. The freight earnings of the subdivision as filed for the year amount to \$188,893.71, while the passenger earnings amount to \$7,076.95. The cost of operating an additional mixed train each way per week is given by the railway at \$214.95, or a total for the year of \$11,177.40.

So far as the handling of grain is concerned, the existing service is not taken exception to in the evidence. (Evid. Vol. 448, p. 3234.) It is the practice of the railway to run additional grain trains from time to time, as the movement of this commodity demands.



On consideration, the Board's Operating Department did not feel justified in recommending that the tri-weekly service throughout the year should be installed.

The details involved were further considered by the Board's Operating Department which suggested that consideration should be given to the proposition of having a tri-weekly service from September 1 to March 31, instead of the full year, as already referred to.

The railway was written to asking it to show cause why such a service should not be afforded. In its answer, it stated that to give a three-day-a-week service on the subdivision would entail employing another engine and train crew, as the extra trip could not be made with the crews now handling the service on the subdivision, together with other branch line traffic which the crews also perform. The expense was estimated at \$859.80 per month, or \$6,018.60 for the seven-month period referred to.

It was stated that during the grain rush in the fall, the railway from time to time ran an extra train to give prompt movement to the traffic, and this permitted the mixed train to keep more closely to the schedule. It was contended that if an extra train were run on schedule and all the work had to be performed by these trains, there would be more or less delay during the rush season. It was also stated that during the summer months the competition of motor traffic was such that the passenger movement by train was light.

Following additional investigations by the Board's Operating Department, the Chief Operating Officer advised the Board that he did not think there was sufficient traffic to warrant going on with the recommendation for an additional train during the seven-month period already referred to. The matter was gone into and the Operating Department was directed to make further investigations. The Board's Chief Operating Officer made the following report:—

The train service under discussion involves supplying a branch line from Lauder to Alida, Man., a distance of 53 miles; Lauder is 41 miles out from Brandon on the Estevan Branch running through Souris, and in the company's operation is served in conjunction with the line Deloraine to Lyleton, 37.2 miles out from Deloraine, which is on the line between Napinka and Winnipeg, also a branch line from Lauder to Boissevain, the latter being on the line between Napinka and Winnipeg also, and some 35.5 miles in length. And with one set of equipment and train crew the company cover all these lines as follows:—

		A.M.	
<i>Monday—</i>			
Lyleton .....	lv.	6.00	
Deloraine .....	lv.	8.10	makes connection with Napinka to La Riviere train.
Napinka .....	lv.	9.15	
Brandon .....	ar.	11.25	
		P.M.	
Brandon .....	lv.	3.10	
Napinka .....	lv.	5.25	
Deloraine .....	lv.	6.30	
Lyleton .....	ar.	9.05	
		A.M.	
<i>Tuesday—</i>			
Lyleton .....	lv.	6.00	
Deloraine .....	lv.	8.10	same connection as above.
Boissevain .....	lv.	9.55	
Lauder .....	ar.	1.00	makes connection with Estevan to Brandon train and waits connection with Brandon to Estevan train.
	lv.	4.00	
		P.M.	
Alida .....	ar.	7.55	

		A.M.
<i>Wednesday—</i>		
Alida	lv.	9.25
Lauder	ar.	1.00 same connections as above.
	lv.	4.00
Boissevain	lv.	6.10
Deloraine	lv.	7.20
Lyleton	ar.	10.00
		P.M.
		A.M.
<i>Thursday—</i>		
Lyleton	lv.	6.00
Deloraine	lv.	8.10 same connection as above.
Napinka	lv.	9.15
Brandon	ar.	11.25
		P.M.
Brandon	lv.	3.10
Napinka	lv.	5.25
Deloraine	lv.	6.30
Lyleton	ar.	9.05
		A.M.
<i>Friday—</i>		
Lyleton	lv.	6.00
Deloraine	lv.	8.10 same connection as above.
Boissevain	lv.	9.55
Lauder	ar.	1.00
	lv.	4.00 same connections as above.
Alida	ar.	7.55
		P.M.
		A.M.
<i>Saturday—</i>		
Alida	lv.	9.25
Lauder	ar.	1.00 same connections as above.
	lv.	4.00
Boissevain	lv.	6.10
Deloraine	lv.	7.20
Lyleton	ar.	10.00
		P.M.

From the above description of the service performed, it is apparent that to increase the service at Tilston, the point from which the application came, would mean running an additional train out to provide a tri-weekly service. This is covered in my memo of February 24.

The memorandum of February 24 referred to is the one to which reference has already been made to the effect that there was not sufficient traffic to justify the extra train during the seven-month period already referred to.

There was next considered the question of whether or not a service could be afforded by a gas car, this matter having been raised by Commissioner Oliver. Under date of June 8, I placed the following memorandum on file:—

As I understand the situation, the service asked for would involve the running of additional train in order to afford a tri-weekly service. It does not appear from what is submitted that there is sufficient traffic to justify additional service. As, however, the question of service by gas car was not, as I recollect it, developed at the hearing, I would suggest that this phase of the matter be taken up with the railway, to show cause why gas car service should not be installed.

and, with the consent of my colleagues, the railway was written to on June 17 as follows:—

Referring to the above application (your file C 6341) in connection with the increase of train service at Tilston on the Lauder subdivision of your line, I am now directed by the Board to ask you if you will please consider whether a tri-weekly service by gas or electric car could be given from both the Lauder and Lyleton Branches now served by mixed train, the motor car to be so scheduled that connection with the daily Brandon-Estevan trains could be made at Lauder, and, if not, in your reply to show cause why this service should not be provided.



Mr. McLeod, Minister of Municipal Affairs, Winnipeg, wrote in under date of June 17 asking as to the status of the matter, and was replied to as follows:—

I am directed by the Board to acknowledge the receipt of your letter of the 17th inst. and to say in reply that the question of additional steam train service has been considered very carefully; but that on what is before the Board it does not so far appear that satisfactory arrangements can be made in this regard which will at the same time cover out-of-pocket costs. I am further directed to state that the question of possible service by gas or electric car is being gone into with the Canadian Pacific Railway Company.

Reply was made by the railway to the effect that it was of opinion that there was not sufficient traffic to warrant a gas or electric car service; and it stated that in the event of such a service being installed it would simply be an additional expense to the service already given, as they could not dispense with the existing mixed train service; and it was alleged that this additional gas or electric car service would not only be inconvenient but unsatisfactory to the company and its patrons.

In reporting on the suggested gas or electric service, the Board's Inspector used the following language:—

In selecting the most desirable field for a gas or electric service, where economy and operation is desired, the load capacity of the territory to be served should be reasonably small but constant. Keeping this feature in mind and going over the territory now served by this mixed train, it will be found that with the exception of the terminals, which enjoy additional train service, there is only one town that has a population of over 100 people, and this is Waskada on the Lyleton subdivision which has a population of 400; nor is the tributary population to these branches large. It is, therefore, obvious that this territory is not suitable for a gas electric car service.

Further recommendation in regard to the use of gas or electric car service was not made, and attention was then turned by the Board's Operating Department to the question of an additional freight movement per week during the grain-shipping season which might thus be utilized to afford a mixed train service. The out-of-pocket costs of the gas or electric service have been checked by the Board's Operating Department, and the minimum out-of-pocket cost for this service is given at \$30 per day. On the basis of a \$30-charge, this service, operating a round trip per week for 52 weeks, would have an additional out-of-pocket cost of \$3,120.

The Board has recognized in *Richmond-Coaticook train service*, Board's *Judgment & Orders*, Vol. 9, p. 274, that it may, in connection with the question of discontinuance of train service, consider whether the train is meeting out-of-pocket expenses. In the particular case, there was a very slight margin of profit, and on the particular facts it was held that the train service in question should not be discontinued.

The same conclusion was arrived at in the *application of the City of Kingston, Ont., et al, for an Order directing the Grand Trunk Railway Company to restore trains Nos. 31 and 32 between Brockville and Belleville, which were discontinued September 28, 1919*. Board's *Judgments & Orders*, Vol. IX, p. 289.

In the *application of the Foremost Board of Trade, Foremost, Alta., et al, for a daily passenger service between Lethbridge and Moose Jaw, on the Lethbridge-Weyburn Branch of the C.P.R.*, Board's *Judgments & Orders*, Vol. XIV, p. 246, the Board had before it an application to add to the existing service. Following the cases above cited, it was set out at p. 247 that,—

The Board is not empowered to put in rates and services with the intention of developing traffic, unless it has reasonable satisfaction that at least the cost of operation will be met in connection with the service installed.

There was submitted by the Board's Operating Department for consideration the suggestion that as the railway had from time to time, as the traffic demanded, put on additional grain trains, these might, during the grain season,

be run on a schedule one trip a week in each direction between Alida and Lauder, and that a mixed train service might thus be afforded with very little additional expense.

It was pointed out that as the traffic in the section concerned was handled by Brandon, the movement, if an additional train was put on, would most likely be a movement from Brandon to Alida.

As has already been pointed out, no exception was taken in evidence to the existing service in connection with the carriage of grain. There was nothing submitted to show to what extent, if any, additional grain trains were necessary; and there is nothing before the Board in evidence to show that it would be justifiable to require that there shall be an additional freight train once a week each way during the grain season.

There being nothing in evidence to show that the carriage of grain necessitates an additional freight train once a week during the grain season, the direction that such a service should be afforded would simply mean that it was put in to permit of an additional mixed train service. If the grain movement does not justify a freight service which is fundamental, then the question arises whether the receipts from passenger traffic justify the passenger service which would be instrumental to the installation of the freight service in question.

The figures quoted by the railway for the service throughout the year and for the seven months service have been given. The figures as given involve adding a complete outfit, and include maintenance of equipment, car inspection, and some additional station expenses. The figures as given work out at \$107 per trip. These figures when further checked, and limiting the actual out-of-pocket expenses to those covering wages, fuel and engine-house expenses, reduce the cost per trip to \$75. The movements are computed between Brandon and Alida, it being the opinion of the Board's Chief Operating Officer that Brandon is the logical point to and from which train movements should be made. Lauder is 41.8 miles from Brandon, and the train service as at present organized connects at Lauder with passenger trains running between Estevan and Brandon, over the Estevan Subdivision, the town of Souris, on the same subdivision, being 16.4 miles from Brandon.

Computing the out-of-pocket cost on the basis of \$75 per trip, as given above, gives a total of \$7,800 for the service of one trip per week each way throughout the year. For the additional service during a seven-month period similarly computed, the cost is \$4,200; for the grain-shipping season, \$2,250; while for the gas electric car service during the year it would be \$3,120.

In view of what is set out above, it would appear to be reasonable in considering the extra cost involved to make comparison between the passenger earnings received and the additional passenger earnings which would be required to cover the out-of-pocket cost for the additional services under consideration:—

Service	Additional receipts (in percentage of existing passenger receipts) necessary to cover out-of-pocket costs	
		Per cent
Gas or electric car throughout the year.....		44
Mixed train service throughout the year.....		110
Service during seven-month period .....		59
Service during grain-shipping season.....		31

There is nothing in evidence before the Board to justify the conclusion that an additional train service would call out such an additional passenger movement as would, as a minimum, offset the additional out-of-pocket cost. If additional passenger movement does not take place, it would simply mean a subdivision of earnings as between the existing and added facilities.



I appreciate the condition existing along the branch in question and would be glad to do something if the facts justified it. The Board, however, is not justified in directing the installation of an additional railway service unless it is satisfied that, as a minimum, the out-of-pocket costs will be obtained.

On the existing state of facts, the Board would not be justified in issuing the order asked for.

COMMISSIONER OLIVER:

I desire to reaffirm my conclusions as expressed in my memorandum of May 21, 1925, appearing on file 3693.8.

In reference to memoranda and reports of later date appearing on the Board's file, I desire to quote from the report of Inspector LeSage, as follows:—

As to the increase in the service during the winter months, I would say that it is during the winter season that an increase in the train service would be of most benefit to these people. When the train service as given on the Alida Branch is compared with the service given from Lyleton to Deloraine, it will appear that the Alida Branch is entitled to better service. . . . In view of the earnings that will accrue from the grain movement, coupled with the fact that extra trains will have to be operated to handle this commodity, a tri-weekly service I believe could be maintained during the winter months without much additional expense.

The Chief Operating Officer of the Board on August 25, approved Inspector LeSage's recommendation as follows:—

I agree with the closing comments of Mr. LeSage that a third trip per week could be arranged during the grain-movement season, and would suggest that the company be asked to look into the suggestion to run from Alida Monday and Thursday, in time to make connection at Lauder in addition to the present service, putting on, if it desired, a return trip the same day.

In view of the report of Inspector LeSage and its endorsement by the Chief Operating Officer, as above quoted, I find myself entirely unable to agree with the conclusions expressed in the Judgment of the Assistant Chief Commissioner.

In a letter on file, dated July 16, 1926, Mr. Flintoft, assistant general solicitor for the Canadian Pacific Railway Company, referring to the suggestion of a gas car service, says:—

In the event of such a service being inaugurated, it would simply be an additional expense to the service already given, as we could not dispense with the mixed train service, and moreover it would not only be inconvenient but unsatisfactory to the company and its patrons.

If the traffic in passengers, mails and express is actually as light as has been represented by the railway it must be well within the capacity of a single gas car. And if all that traffic were carried by a gas car, there would be no need of a mixed train. The gas car could keep time on a much faster schedule than a mixed train, and would therefore be of much greater advantage and give much greater satisfaction to the people served.

The Chief Operating Officer of the Board estimates the operating cost of a gas car at \$30 to \$40 a day. One gas car could conveniently serve the Alida Branch three times a week direct from Brandon, at an operating cost very much below that of a steam train and give a much more useful and satisfactory service, both to Brandon merchants and Alida customers.

If passengers, mails and express were handled by gas car the freight service could be handled by steam train at the convenience of the railway and therefore more economically and satisfactorily both to the railway and to shippers than at present.

The closing sentence of Mr. Flintoft's letter is as follows:—

A freight service has to be given in any case, and our officials point out that the same train can take care of all the passenger business.

This sentence seems to give fully and accurately the view of the railway as to the measure and kind of service due the public in the case of the Alida

Branch. They are only entitled to passenger, mail and express service based on the volume of freight traffic. But on that very point Inspector LeSage considers that the volume of freight in prospect for the winter requires such a freight movement as would give the passenger, mail and express service for which the public ask, namely, three trains a week.

The refusal of the railway to give the service under such conditions merely amounts to a statement that whatever form or measure of service is cheapest for the railway must be accepted by the public without regard to their convenience or the accommodation afforded other communities in comparable circumstances.

At the hearing it was pointed out—as disclosed by the map—that the Alida Branch is paralleled on each side by lines which also are part of the Canadian Pacific Railway system. That this condition places the region along the Alida Branch under an absolute monopoly of Canadian Pacific Railway service. They are also cut out of hope of future competitive service by the presence of these parallel branches; as they would not be if one or the other had not yet been built. I am of opinion that where a section of the public are so circumstanced, they are especially entitled to consideration at the hands of the Board. The purpose of Parliament in calling the Board into existence was understood at the time to be to check railway monopoly, by giving equal advantages to those sections of the public who did not have railway competition as were enjoyed by those who had.

I submit that the people living along the Alida Branch are fairly entitled to a passenger, mail and express service three times a week, and that if the railway does not see fit to provide such a service by gas car, the Board should order a tri-weekly mixed train service in accordance with the report of its officers now on file.

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*In re DISTRIBUTION OF COST NORTHWEST GRADE SEPARATION, TORONTO*  
*Judgment of Assistant Chief Commissioner, December 15, 1926, concurred in*  
*by Mr. Commissioners Boyce and Oliver*

## I

When Order No. 38424 in the above matter was issued dealing with the distribution of cost of grade separation concerned, there was not, on account of the volume of work before the Board, an opportunity of preparing and issuing reasons for judgment. The Board, however, had before it in dealing with the preparation of the order working notes. In view of the requests which have been filed asking whether reasons for judgment were issuing, it now seems proper to issue these working notes, as setting out the general reasons underlying the order.

## II

Under Order No. 35153, of June 5, 1924—file 32453, pt. 2—the Canadian Pacific Railway and the Canadian National Railways were to construct jointly two subways: one under the double tracks of the Galt Subdivision and the Toronto, Grey and Bruce tracks of the Canadian Pacific Railway, and the Brampton Subdivision of the Canadian National Railways at Bloor street; and one under the tracks of the Canadian Pacific Railway and Canadian National Railways at Royce avenue. The Canadian National Railway was also to construct one subway under the tracks of the Newmarket Subdivision on Bloor street. The order provided that all questions of distribution of cost, interest, or other matters involved under the construction of said works, were to be reserved for further order of the Board. By Order No. 35308, of July 10, 1924—file 32453, pt. 2—Order No. 35153 was amended. Clause 1 of Order No. 35153 was stricken out and the following substituted:—



That the Canadian Pacific and the Canadian National Railway Companies be directed to construct two subways under their tracks, one on Bloor street and one on Royce avenue, in the said city of Toronto; the Canadian Pacific Railway Company to do all the work on the said subways under the tracks of its Galt and of its Toronto, Grey and Bruce subdivisions, and under the Brampton subdivision of the Canadian National Railway Company, south of the North Toronto diamond, with the exception of providing and actually placing the girders on the Canadian National Railway Company's tracks, which work is to be performed by the Canadian National Railway Company; the Canadian National Railway Company to do all the work on the subways north of the diamond.

By Order No. 36737, of August 22, 1925, file 32453, pt. 3, the Canadian Pacific Railway Company was authorized to use and operate the subway carrying the tracks of the Galt Subdivision and the tracks of the Brampton Subdivision of the Canadian National over Bloor street. Order No. 36738, of August 21, 1925, authorized the opening for traffic of Bloor street subway on the Newmarket subdivision of the Canadian National Railways.

Order No. 37239, of January 15, 1926, file 32453.5, authorized the Canadian National and the Canadian Pacific Railways to use and operate the subway at Royce avenue.

The Toronto Transportation Commission, in July, 1925, applied to the Board for an order under section 252 of the Railway Act granting the applicants leave to construct for the corporation of the city of Toronto a double track line of street railway, between Dundas street and Lansdowne avenue, in the city of Toronto, upon the highway known as Bloor street, which, by order of the Board dated June 5, 1924, and numbered 35123, has been carried under certain tracks of the Canadian National Railways and the Canadian Pacific Railway.

As part of said application, which is dated July 15, 1925, the following is set out:—

This application is made without prejudice to any submissions which the applicant may hereafter see fit to make with reference to the jurisdiction of the Board in the premises.

Thereafter Order No. 36693 (file 32453.6) of August 13, 1925, issued authorizing the applicant to construct its tracks across the tracks of the Newmarket subdivision of the Canadian National Railways on Bloor street, between St. Helen's avenue and Symington avenue, in the city of Toronto, in the province of Ontario; and across the Brampton subdivision of the Canadian National Railways and the Galt subdivision of the Canadian Pacific Railway Company on Bloor street, between Perth avenue and Dundas street, in the said city of Toronto, by means of the subways constructed under the order of the Board No. 35153, dated June 5, 1924, as shown on the said plan and profile on file with the Board under file No. 32453.6; and that the question of contribution to the cost of said subways by the applicant be reserved for further consideration by the Board.

### III

In addition to the city of Toronto, the Canadian Pacific, and the Canadian National Railways, notification went to Messrs. Geary, Flintoft, Fraser, the Bell Telephone Company, the Consumers' Gas Company, the Toronto Transportation Commission, the Canadian National Electric Lines, the Hydro-Electric Power Commission of Ontario, the Toronto Hydro-Electric System (the Toronto Electric Commissioners), the Canadian General Electric Company. The Consumers' Gas Company asked under date of February 15, 1924, by letter, who made the original application, and was informed, on February 16, 1924, that it was made by the city of Toronto.

### IV

The Canadian National Railways, by a statement dated March 30, 1926, which is to be found on file 32453.3, filed information bearing on the actual expenditures incurred by it during the years 1924-25, and up to February 28,

1926. This information had been asked for by the Board. It is stated that for Bloor street subway on the Newmarket subdivision, Bloor street subway on the Brampton subdivision, and Royce avenue subway on the Brampton subdivision the total estimated cost was approximately \$2,567,000. It is stated that the total actual expenditure to date is as follows:—

Bloor Street subway, Newmarket Subdivision.....	\$267,357 64
Bloor Street subway, Brampton Subdivision.....	32,490 82
Royce Avenue subway, Brampton Subdivision.....	20,281 72

The figures so given are really in the nature of progress estimates, and do not cover land damages. The question of interest is also left to one side.

The Canadian Pacific Railway Company was also asked for information, and its reply will be found on file 32453, pt. 3. It was also asked for details as to cost by years. What was in mind was the possibility of giving a contribution out of the Grade Crossing Fund spread over a period of years where a work ordered took more than one year to complete. I may say in passing that a similar matter was taken up in connection with Spadina bridge (part of the viaduct scheme); and the Toronto Terminal Company has furnished figures for the expenditure on the work during 1925, and an order has been made for a contribution out of the Grade Crossing Fund. When the figures for 1926 are received further order can be made for contribution from the Grade Crossing Fund. See file 31297.

The Canadian Pacific Railway Company in its answer (file 32453, pt. 3), dated April 15, 1926, stated that "it is practically impossible to give a definite figure as to the amount expended in each of the years on each of the *two* crossings of this company's line over Bloor street." By *two* crossings, as referred to here, are meant the crossing on the Galt Subdivision and the crossing on the Toronto, Grey and Bruce. These two crossings are separated by the right of way of the Canadian National Railways. It was submitted by the Canadian Pacific that the Board might give contributions out of the Grade Crossing Fund in 1924, 1925 and 1926, on each of the following crossings: Canadian Pacific—Galt subdivision; Canadian National Rys.—Brampton subdivision; Canadian Pacific—Toronto, Grey and Bruce subdivision. The two subdivisions operated by the Canadian Pacific were, it is set out, constructed by two different companies. It is stated that the actual expenditures to January 31, 1926, were:—

1924.....	\$100,270 00
1925.....	344,580 94
1926.....	487 61
	<hr/>
	\$445,338 55

One file 32453.3, there is a further letter from the Canadian Pacific Railway Company dated April 15, 1926. This deals with the Royce avenue subway. It is stated that the amounts expended by it to January 31, 1926, are shown as—

1924.....	\$228,949 39
1925.....	704,761 70
1926.....	31,845 47
	<hr/>
	\$965,556 56

In a letter of May 25, 1926, on the same file, addressed to the Board's Chief Engineer, will be found an argument of the Canadian Pacific Railway Company as to the right of the Board to consider the Toronto, Grey and Bruce line as separate and distinct both from the Canadian National and from the Galt subdivision of the Ontario and Quebec Railway, the Canadian National Railways being on the one side of the Toronto, Grey and Bruce and the Ontario and Quebec being on the other.



As to the ability of the Board to contribute out of the Grade Crossing Fund in the way suggested, I direct attention to what was done in connection with the Spadina Avenue bridge case. I also set out the following for consideration:

Section 262, subsection 2. The 25 per cent limitation is a limitation regarding the total proportion of cost of actual construction work which can be contributed from the Grade Crossing Fund. The section does not require that the total protective work shall have been completed when the payment is made. It does require that there shall have been expenditure on "actual" construction work in the year the grant is made, sufficient to justify the percentage grant. The test is contained in the work "actual," and this may be for work done for a period of years, and justifies, so long as the total 25 per cent limitation is not exceeded, a payment on progress estimates in each of these years.

Attention must, however, be directed to the alternative limitation contained in the section. The provision is that "the total amount of money to be apportioned . . . shall not, in the case of any one crossing, exceed 25 per cent . . ., and shall not, in any such case, exceed the sum of \$15,000." This limits the payment which may be made in any one year, on any one crossing, in two ways, viz., by the 25 per cent limitation, and, also, by the further limitation of \$15,000. This latter limitation may have the effect of holding the actual percentage payment below 25 per cent. The sum so limited has certain provisions attached to its application. It is set out that no such money, that is, the \$15,000, or any portion thereof, shall in any one year (a) "be applied to more than six crossings on any one railroad in any one 'municipality' and (b) more than one in any one year on any one crossing."

Recognizing the limitations so imposed, it is, I submit, open to make in successive years annual grants to any one crossing. This is, however, subject to the limitation that the sum expended in any one year shall not exceed \$15,000; and the further evident intention that the total payment out shall not exceed 25 per cent of the cost of construction.

By the amending legislation of 1926, the percentage limitation is increased from 25 per cent to 40 per cent; while the limitation, as to amount, viz., \$15,000, is amended by substituting \$40,000.

My suggestion is that there be authorized in aid of the subway construction concerned the maximum payment permissible from the fund, and that the contributions be made on progress estimates, as I have suggested.

In regard to the suggestion of the Canadian Pacific Railway Company that the Galt Subdivision crossing on Bloor street and the Toronto, Grey and Bruce crossing be considered as separate crossings, and so treated in grant from the Grade Crossing Fund, I think it would be justifiable to recognize that the Toronto, Grey and Bruce is a distinct legal entity, and that the contribution on this basis may be permitted. The burden, of course, is on the railways to present the accounts in such a way as will comply with the requirements of the Grade Crossing Fund.

## V

Leaving aside for later consideration the division of cost to be participated in by the city and the railways, I wish to consider now the other component factors.

(a) The first is the Bell Telephone Company. This, in my opinion, is covered by the Brock Avenue Subway case—*Bell Telephone Co. vs. C.P.R., G.T.R., and City of Toronto*, 14 Can. Ry Cas., 14. In this case, a grade separation had been ordered at Brock avenue and apportionment of cost was made.

The level of the city street was lowered, thus involving moving and relocating the telephone line. It was held that "it was not unreasonable to expect the telephone company to bear the cost of any change in its wires made necessary by the change in the street." This ruling so laid down has been followed in other cases.

(b) The Consumers' Gas Company. It was submitted by counsel for the Gas Company that the application now made is founded on application by the city, and does not proceed from the Board's own motion. In the *North Toronto Case*, to which reference is made below, the work had been begun on the initiation of the Board; and it is thus submitted, as I understand it, that whatever may have been the situation as to cost division when the work was undertaken on the initiative of the Board, a different situation arises when the initiative is that of the city. It was also contended by counsel for the Gas Company that the work was of no benefit to the Gas Company and that it never had been a source of danger. It was contended, further, that any cost occasioned by reason of the alteration was covered by statute and decision. Counsel pointed out that where change was necessitated by an application of the city, the courts had found that the city must pay. Reference is made to *1916, 2 Appeal Cases, P.C. 618, Toronto Corporation vs. Consumers' Gas Co.*, (Evid. Vol. 423, p. 4001).

It was pointed out by the Chief Commissioner that the Board had a right to call on the company for its contribution. Counsel for the Gas Company, admitting the Board's right to order protection, said that under the charter legislation of the company, and under the decisions, the company had the right to claim over against the city, and the Board should not interfere with such rights. It was further submitted that the Board's jurisdiction was limited to the operation within the limits of the right of way. It was set out that while the Board might have jurisdiction under the Dominion statute, it would be inequitable and unjust to take away from the company any right it might have against the city of Toronto. Counsel for the city submitted that the Board had power and was not hampered by provincial legislation. The same position was in substance taken by counsel for the Canadian Pacific Railway Company.

In connection with the North Toronto Grade Separation, there was before the Board an application by the city of Toronto asking that, in substance, the Gas Company be made to reimburse the city for the expenditures which had been made in making the necessary rearrangements of the Gas Company's layout as affected by the grade separation. In the judgment of Chief Commissioner Carvell, of October 16, 1919, it was pointed out that the question turned on the fact that the Gas Company had not been made a party to the procedure culminating in the issue of Order No. 22855; that the Gas Company had billed the city for work done by it and that the same was paid by the city—*Board's Judgments & Orders, Vol. IX, p. 300*. The city then applied to the Board for an order directing repayment of these sums, and the judgment of the Board was that the work was done by the Consumers' Gas Company, under direction of the city, and that in reality it was under contract.

The matter was before the Board at an earlier date and was dealt with in the judgment of August 1, 1919, rendered by Chief Commissioner Drayton—25 Can. Ry. Cas., 372. The question of the contract phase was left to be dealt with as I have indicated. In the judgment of Chief Commissioner Drayton, the following words are material. He said, at p. 372, "usual practice would have justified an order directing the work to be done, either at the company's own expense, or to such other amount as the circumstances might justly require."

The judgment continued:—

It developed, however, at the hearing, that the work had been done and without any order from the Board dealing with the question. As I had doubts as to the Board's juris-



diction to make an order under these circumstances, the work having apparently been arranged between the parties themselves, leave was given to file further submissions. This has been done. (P. 373.)

The case was accordingly set down for hearing.

I am of opinion that it is open to the Board to direct the Gas Company to bear the cost of the work done by it; and I so recommend. There is one query I raise for discussion here, however, and that is, whether this should be without prejudice to the right of the Gas Company to claim over against the city in respect of the rights, if any, it has against the city.

(c) There now have to be considered a number of utilities owned by the city:

(1) The Toronto Transportation Commission. Reference has been made to the Orders under which the tracks of the Toronto Street Railway have been allowed to be carried through the subways. Mr. Fraser (Vol. 423, p. 3981) stated in substance that whether or not a definite Order can be made against the Transportation Commission, or whether they are part of the city, a fair share should be paid by some one other than the steam railway. Mr. McIntoft, at p. 3909, stated that the Toronto Transportation Commission was a railway. He said that the Toronto Transportation Commission as a railway should be treated as a general contributor, independent of the city. He stated, further, that the Transportation Commission should be brought in either as a party now, or that when it came to cross the line of railways in the subways it should not be allowed to cross without a proper contribution.

Mr. Fairty's position for the Street Railway is set out in Vol. 423, pp. 4008, 4014, 4015, and 4023, in substance as follows:—

The city is the principal, the Transportation Commission is the agent for the city. The Transportation Commission does not create the danger. It does not add one cent to the cost, and the subway is of no benefit to the Transportation Commission.

He claims, further, that after a subway has been in existence and a street railway comes along and wants to operate through it, there is no case where it has been asked for a subsequent contribution. At pp. 4014 and 4015, Mr. Fairty, when arguing this, was referred to the provisions of section 45. Mr. Fairty said that might be practicable thereunder, but he was going to argue this later.

The main argument of Mr. Fairty closed without further reference to section 45. At p. 4041, Mr. Fairty referred the Board to the decision in the *Syndicate Avenue Crossing Case*, which is referred to below. He relied on this as upholding a proposition that the user of streets by the street railway was only one type of user and that, therefore, the highway should be provided by the city, and it should bear the full cost of providing that highway. p. 4042. The portion of Mr. Fairty's argument just referred to did not deal with section 45 of the Railway Act.

In concluding, at p. 4023, his main argument, which covers from pp. 4013-4023, inclusive, Mr. Fairty used the following words:—

Then, to summarize, I would just emphasize the three points I have mentioned before. First of all, we do not create the danger. Secondly, we do not add one copper to the cost; and, thirdly, the subway is of no benefit to us; and for those reasons I would respectfully suggest that there be no distribution as against the Toronto Transportation Commission.

Mr. Geary, Vol. 423, pp. 4066 and 4067, argued that the Toronto Transportation Commission was making an ordinary use of the highway; that a use of the highway by the different parties is still a use of the highway which has never passed out of the possession of the city, and that, therefore, the Commission should not be specifically charged with any amount. At p. 4067, he said, however, that if anything was put on the Toronto Transportation Commission this should be outside of Toronto's share. In the same connection, Chief Commissioner Carvell asked, "Which would you prefer, that we forget

the Transportation Commission, Hydro-Electric Power Commission, the Toronto Electric Commission, and assess it all against the city, or would you rather we assessed it against them individually and relieve the city?" Mr. Geary said: "I must have it that way if they are going to be added at all."

I am of the opinion that the Toronto Transportation Commission should contribute to the cost of the work. The basis of said contribution requires further consideration. At the hearing, reference was made to the Edmonton Case. *The City of Edmonton vs. G.T.P. and C.N.R. (Syndicate Avenue Crossing Case)*, 15 Can. Ry. Cas., 443. Here the street railway, owned by the city, was carried across the railway track located on the city street, the city street being senior to the railway. It was directed that the city should be at the expense of putting in the diamond and, also, of the crossing, but that the expense connected with protective appliances and the maintenance thereof should be borne equally by the city and the two railway companies. It was argued by Messrs. Flintoft and Fraser that the same principle should be applied here. That is to say, it was submitted that if the street railway had been allowed to cross on the level, the Board would have required half-interlocking protection, and that under the Edmonton decision there would have been a division of cost. It was then urged that where the tracks are now carried through subways the same principle should be applied, and that the measure of contribution should be arrived at by capitalizing the cost of the half-interlocker plant. See in this connection Mr. Flintoft, *Ibid*, p. 3912; also p. 3921.

An estimate has been prepared by the Board's Chief Engineer on this basis. Figures submitted to him by the Canadian Pacific, on my direction, have been rechecked; and he estimates that the cost chargeable on this basis in respect of the two subways in which the Canadian Pacific and Canadian National Railways are concerned would be \$95,500. The figure which has been estimated by the Canadian Pacific is \$135,000. In the case of half-interlocker at Bloor street, Newmarket Subdivision, the figure estimated on this basis by him is \$41,000 as against a capitalized cost of \$44,000 estimated by the Canadian National. The Canadian National Railways also add a factor to cover elimination of delays and reduction of possible damage done by the cars. While the division proposed follows the principle laid down in the *Edmonton Case*, I recommend as a substitute, the 10 per cent basis of contribution which was made applicable to the Avenue Road Crossing in the North Toronto Grade Separation, *North Toronto Grade Separation—Distribution of Cost, Board's Judgments & Orders, Vol. IV, 213*. An estimate submitted to the Board's Chief Engineer gives the approximate cost of the two Bloor Street subways constructed jointly by the Canadian Pacific and Canadian National Railways at \$625,000, 10 per cent of which would amount to \$62,500.

(d) The Hydro-Electric of Ontario was discussed in *Vol. 423, pp. 3867, 4031, 4033, and 4034*. Counsel for the Hydro-Electric Commission for Ontario argued that it was not down upon the highway, but that there was a crossing of the highway at St. Clair and Davenport Road in the air; that it had complied with all the statutory requirements for protection at the present time, and that the danger was not of its making; that it was a utility serving the public at cost, and that any increased cost would have to come out of the public; that whatever charge might be made should not be charged against the public indirectly through the Electric Commission, but directly against the City. He argued that whatever increased cost might be involved should be met by making it a charge against the cost of the whole work and not against the Hydro-Electric Commission for Ontario.

The Toronto Hydro-Electric (The Toronto Electric Commissioners), at *Vol. 423, p. 3866*, and at p. 4036, argued, in substance, that it considered it should not be in a worse position than the Gas Company or the Hydro-Electric



of Ontario. At p. 4037, counsel claimed that the supply of light was in the same position as the supply of water. I am of opinion that the principle of the Bell Telephone Company should apply in the case of these two utilities.

## VI

Discussion took place in regard to the junior and senior rule, reference being made at p. 816, *Evid. Vol. 415*, by Mr. Geary to the fact that the Board authorized the opening of Perth avenue, Primrose avenue and Wallace avenue. These are not involved in the present case, but the reference is significant in that Mr. Geary said that as soon as they had been opened by the Board the question of the senior and junior rule should not be applied, but that there should be division of cost. See also discussion by Mr. Geary, *Vol. 423, pp. 3867 to 3877*, inclusive. Discussion took place in connection with the senior and junior rule as to the effect of the legislation of 1909, section 260 of the Railway Act. Mr. Flintoft took the position, regarding additional tracks on Bloor street and the question of whether they came under the additional burden since 1909, that when the line was in place and additional tracks built subsequent to 1909, this did not mean that there was a new railway being built; that is to say, the rights which accrued prior to 1909 continued. See discussion, Mr. Flintoft, *Vol. 423, pp. 3930-3943; 3966-3970*. Mr. Fraser agreed in this position—pp. 3977-78.

Mr. Fraser, at p. 3999, referred to what had been done in regard to division of cost of gate protection on the Newmarket Subdivision, and said this should be taken as affording a measure of the basis of apportionment. He referred, for example, at p. 3994, to crossings on Bloor street where there was an even division between the city and the railway. At Davenport road, one-half was paid by the city and one-quarter paid by the Canadian National Railways and one-quarter by the Toronto Suburban Railway. At Royce avenue, there were gates where the total cost was on the city. At St. Clair avenue, which is not involved in the subways before us now, there were gates, costs of which were one-third on the city and two-thirds on the railway. At pp. 4000-01, Mr. Fraser said the Canadian National Railways should not be asked to contribute to subways on the Newmarket Subdivision beyond the proportions they now pay towards gates. Mr. Geary, at p. 4054, said that what had been done in regard to the apportionment of cost of gate protection was not pertinent to consideration of subway construction and cost apportionment. In speaking of the basis of cost, Mr. Geary, at pp. 3879-3888, claimed the situation was such that the city should not be called upon to pay as large a percentage as it did in the North Toronto Grade Separation. At p. 3888, he contended that the Board should not, in general, impose more than 25 per cent on the city and, in particular, 20 per cent in regard to the Newmarket subdivision. He said that the question of the large number of senior highways was to be relied upon. The general position of the railways favoured, after the deduction of the various items chargeable to other parties, distribution of the balance equally. See Mr. Flintoft's discussion at pp. 3923, 3927. At pp. 3903 and 3904, the suggestion was made by Mr. Flintoft that the order should provide for payment by the parties other than the party carrying on the work of their contributions on monthly progress estimates, and that provision should be made for interest. At p. 3904, Mr. Geary agreed to provision regarding progress estimates going into the order. On the same page, Mr. Flintoft said that so long as the matter is understood, he did not care whether the interest provision went into the order.

Mr. Geary's position in regard to cost may be found in summary on pages 4047-4067. Regarding the division of cost between railways, Mr. Flintoft, at p. 3825, said: that the Canadian Pacific handle the portion south of the

diamond, and that the Canadian National could probably handle the portion to the north of the diamond to better advantage; that when they came to North Toronto and the Newmarket subdivision, it was a matter for each railway.

At pp. 3857 and 3858, the matter was discussed and Chief Commissioner Carvell stated it was his understanding that Mr. Fraser agreed; the Canadian Pacific to do the work south of the diamond and the Canadian National to do the work north. Mr. Fraser stated, at p. 3858, that this was what was agreed to. At pp. 3923-3924, there was discussion as to how the cost of the joint work in respect of the two Bloor street subways should be looked after. Mr. Flintoft said that so far as the Canadian Pacific and Canadian National Railways were contributing to the joint work in connection with these two subways, it would be worked out between them. If there was any difficulty, the matter could be brought to the Board. Mr. Flintoft stated the same thing applied to the MacTier Subdivision and the Brampton Subdivision. The MacTier Subdivision, as here referred to, is the subdivision with which the tracks of the Toronto, Grey and Bruce lines connect.

At p. 3979, the Chief Commissioner asked Mr. Fraser:—

Do you concur in Mr. Flintoft's suggestion that there should be no division between the two railways, that they should work the matter out themselves, unless they reach the point where they cannot agree?

MR. FRASER: I do, Mr. Chairman. I think that will be rather a long and involved matter, depending on a number of factors, and I think we can work it out. If we cannot, we can, of course, always come back to the Board.

This indicates Mr. Fraser's agreement in the statement of Mr. Flintoft above set out.

## VII

The question of seniority and juniority has been raised. I think in a large work of this nature (1) we should not have our hands tied by the senior and junior rules, and that the situation at a particular crossing should not be regarded by itself, but that the matter should be looked at from the standpoint of the whole work. A similar condition existed in the *North Toronto Grade Separation Case—Board's Judgments and Orders*, Vol. IV, p. 213.

(2) I do not consider that where railway construction has taken place prior to 1909, the provisions of the 1909 legislation apply to branches subsequently constructed.

(3) I recommend the maximum contribution from the Grade Crossing Fund, based, as I have indicated, on progress estimates spread over a period of years, if the work takes such time.

(4) I recommend that the Bell Telephone Company, the Consumers' Gas Company, the Toronto Transportation Company, the Toronto Hydro-Electric, and the Ontario Hydro-Electric contribute as above set out.

(5) A 50 per cent contribution by the city is justifiable in the present case.

After deducting the contributions from the Grade Crossing Fund and the other parties required to contribute, the balance should be divided between the railways and the city; the city to pay 50 per cent.

I suggest for consideration that the rapid city development and highway traffic which has taken place is a factor which should have some weight, and I think that under the circumstances 50 per cent is a reasonable contribution.



## APPENDIX "B"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD FOR THE  
YEAR ENDING DECEMBER 31, 1926

DEAR SIR,—I submit for the Board's Twenty-second Report information regarding work of the Traffic Department.

The number of freight, passenger, express, telephone, telegraph, and sleeping and parlour car schedules filed with the Board was as follows:—

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1925

Freight—			
Local tariffs.....	19,285		
Supplements .....	40,599		
		59,884	
Joint tariffs.....	43,441		
Supplements .....	155,759		
		199,200	
International tariffs.....	166,336		
Supplements .....	542,161		
		708,497	
			967,581
Passenger—			
Local tariffs.....	19,652		
Supplements .....	25,582		
		45,234	
Joint tariffs.....	19,596		
Supplements .....	31,098		
		50,694	
International tariffs.....	38,023		
Supplements .....	79,343		
		117,366	
			213,294
Express—			
Local tariffs.....	6,289		
Supplements .....	57,831		
		64,120	
Joint tariffs.....	6,602		
Supplements .....	27,721		
		34,323	
International tariffs.....	7,285		
Supplements .....	9,830		
		17,117	
			155,558
Telephone—			
Local tariffs.....	3,552		
Supplements .....	2,655		
		6,207	
Joint tariffs.....	3,926		
Supplements .....	33,036		
		36,962	
International tariffs.....	429		
Supplements .....	9,719		
		10,148	
			53,317
Sleeping and parlour car—			
Local tariffs.....	231		
Supplements .....	320		
		551	
Joint tariffs.....	309		
Supplements .....	507		
		816	
International tariffs.....	371		
Supplements .....	1,128		
		1,499	
			2,866
Telegraph—			
Tariffs .....	203		
Supplements .....	257		
		460	
			460
Grand total.....			1,353,076

FROM JANUARY 1, 1926, TO AND INCLUDING DECEMBER 31, 1926

Freight—			
Local tariffs.....	224		
Supplements .....	472	696	
Joint tariffs.....	851		
Supplements .....	11,746	12,597	
International tariffs.....	5,901		
Supplements .....	38,020	43,921	
			57,214
Passenger—			
Local tariffs.....	287		
Supplements .....	470	757	
Joint tariffs.....	656		
Supplements .....	1,010	1,666	
International tariffs.....	1,735		
Supplements .....	5,483	7,218	
			9,641
Express—			
Local tariffs.....	79		
Supplements .....	235	314	
Joint tariffs.....	93		
Supplements .....	1,143	1,236	
International tariffs.....	114		
Supplements .....	1,877	1,991	
			3,541
Telephone—			
Local tariffs.....	40		
Supplements .....	16	56	
Joint tariffs.....			
Supplements .....	962	962	
International tariffs.....	..		
Supplements .....	..	..	
			1,018
Sleeping and parlour car—			
Local tariffs.....	3		
Supplements .....	11	14	
Joint tariffs.....	5		
Supplements .....	13	18	
International tariffs.....	8		
Supplements .....	30	38	
			70
Telegraph—			
Tariffs .....	4		
Supplements .....	4	8	
			8
Total .....			71,492
Combined total all schedules.....			1,424,568

The number of files referred to the Traffic Department during the year 1926 for information, report or recommendation, was 542.

The number of communications to railways, express, telephone, and telegraph companies in connection with complaints, proper interpretation of tariffs, or classification and filing of same, also in connection with powers of attorney, concurrences, etc., was 970. Communications to others were 895, or a total of 1865.



The following is a list of traffic orders issued, also a list of orders approving connecting agreements or service station contracts between the Bell Telephone Company and named local telephone companies:—

## TRAFFIC ORDERS

No. 37265, January 20, 1926. Directing that establishment of Zone "A" rates on the Dominion Express Company's line between Sudbury and Sault Ste Marie may be made effective upon five days notice, and that the indication of advances and reductions by means of symbols may be omitted from said schedule.

General Order No. 426, January 18, 1926. Extending until the evening of Wednesday, February 3, 1926, the time within which the requirements of General Order No. 425, as to amendments to tariffs on high explosives may be put into effect.

No. 37271, January 21, 1926. Dismissing the complaint of Domestic Hardwoods Inc., of New York City, alleging excessive freight charges assessed and collected on cars containing lumber shipped from Otterburn Siding, Temiscouata Ry. on November 24, 1924, consigned to Detroit, Mich.

No. 37274, January 21, 1926. Directing railway companies who publish tariffs applying on coal and coke, in earloads, from the Niagara Frontier gateways, to amend same so as to apply to Weston, Ont., the same rates as are published to Mount Dennis, said amendment to become effective not later than March 1, 1926.

No. 37289, January 28, 1926. Approving Supplement No. 5 to the Express Classification for Canada No. 6.

General Order No. 427, January 28, 1926. Directing railways who publish tariffs naming rates on pulpwood, in earloads, in which the following provision is contained, viz: "Cars will not be considered fully loaded unless containing 90 per cent of their cubical capacity, subject to destination measurement," shall amend said tariff provision to read "Cars will not be considered fully loaded unless containing 87 per cent of their cubical capacity, subject to destination measurement," said amendment to take effect not later than March 15, 1926.

No. 37296, January 30, 1926. Approving Esquimalt & Nanaimo Railway Company's Standard Tariff of Parlor Car Fares, C.R.C. No. S-10.

No. 37297, January 30, 1926. Approving Canadian Pacific Railway Company's Local Standard Passenger Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-17.

No. 37298, January 30, 1926. Approving Edmonton, Dunvegan and British Columbia Railway Company's Local Standard Passenger Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-5.

No. 37307, February 3, 1926. Dismissing complaint of the Cowichan Ratepayers Association, Cowichan Station, B.C., against the rates and tolls charged by the British Columbia Telephone Company.

No. 37317, February 8, 1926. Approving New York Central Railroad Company's Standard Tariff of Maximum Sleeping and Parlor Car Tolls, C.R.C. No. S-12.

No. 37318, February 8, 1926. Approving Dominion Atlantic Railway Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-9.

No. 37321, February 8, 1926. Refusing application of the Canadian National Railways for rehearing of application of the Canadian Explosives, Ltd., for a reduction in rates on high explosives, and for rescission of General Order No. 425 and Order No. 37188.

No. 37323, February 9, 1926. Approving Napierville Junction Railway Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-11.

No. 37329, February 15, 1926. Approving by-law of the Wabash Railroad Company, authorizing C. N. Richards, Chief of Tariff Bureau, to prepare and issue tariffs of freight tolls to be charged on Wabash Railroad lines within Canada.

No. 37332, February 19, 1926. Authorizing the Niagara, St. Catharines & Toronto Railway Company to increase its passenger fares in Merritton and Thorold and the Village of Port Dalhousie, Ont., also on local and through lines between said points, to the basis of rates established in the City of St. Catharines, Ont.

No. 37342, February 25, 1926. Suspending until further hearing Canadian Pacific Railway Tariff C.R.C. No. W-2801, and Canadian National Railways Tariff C.R.C. No. W-442, effective March 1, 1926, covering rates on cattle, sheep, hogs, from primary markets to sections in the prairie provinces, for feeding purposes.

No. 37347, February 25, 1926. Requires that Item 545-A in Agent Ransom's Tariff C.R.C. No. 110 be amended to reduce all rates established thereby from Beloeil and Dragon, Que., which are now higher than the current first-class rates, to the current first-class rates on high explosives, in carloads, the said tariff amendment to be effective within one week from the date of this Order.

No. 37348, February 26, 1926. Approving Canadian Pacific Railway Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-18.

No. 37349, February 26, 1926. Approving Dominion Atlantic Railway Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-10.

No. 37350, February 26, 1926. Approving Esquimalt and Nanaimo Railway Company's Standard Tariff of Parlor Car Fares, C.R.C. No. S-11.

No. 37351, February 26, 1926. Approving Kettle Valley Railway Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-6.

No. 37353, February 26, 1926. Approving Edmonton, Dunvegan & British Columbia Railway Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-6.

No. 37364, March 4, 1926. Approving Canadian National Railways Standard Passenger Tariff C.R.C. No. E-876 covering revised maximum fares on the N. St. C. and T. Division.

No. 37365, March 4, 1926. Approving Canadian National Railways Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. ES-16, WS-12.

No. 37368, March 8, 1926. Approving Napierville Junction Railway Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-12.

No. 37369, March 8, 1926. Approving Wabash Railway Company's Standard Passenger Tariff, C.R.C. No. S-18.

No. 37392, March 10, 1926. Approving Toronto, Hamilton & Buffalo Railway Company's Standard Tariff of Maximum Sleeping and Parlor Car Tolls, C.R.C. No. S-13.

No. 37393, March 15, 1926. Approving Quebec Central Railway Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-9.

No. 37396, March 20, 1926. Suspending, pending hearing, Note "B", page 2, Supplement 22 to Canadian National Railways tariff C.R.C. No. E-838, effective March 22, 1926, providing that rates on crushed stone from Hagersville will be exclusive of switching at said point.

General Order No. 429, March 15, 1926. Amending General Order No. 427, with respect to pulpwood rates, to provide that amendments to the said tariffs applying to United States destinations become effective April 22, 1926.

No. 37398, March 16, 1926. Approving New York Central Railroad Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-13.

No. 37400, March 16, 1926. Amending Order No. 37332, February 19, 1926, regarding Niagara, St. Catharines & Toronto Railway fares in Merritton and Thorold, by showing the town of Thorold as having been represented at the hearing.



No. 37410, March 23, 1926. Approving Michigan Central Railroad Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-11.

No. 37416, March 25, 1926. Approving Boston & Maine Railroad Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-8.

No. 37439, March 31, 1926. Declaring that the rate of \$3.90½ per 100 pounds was properly applicable on a shipment of cotton waists, overalls, and cotton pants, shipped on April 10th, 1924, from Hull, Que., to New Westminster, B.C.

No. 37440, March 31, 1926. Suspending, pending hearing, tariff C.R.C. No. E-1029 of the Canadian National Railways, increasing the freight rate on coal from Huntingdon, Que., to Isle Maligne, Que.

No. 37449, April 8, 1926. Approving Supplement No. 6 to Express Classification for Canada No. 6.

No. 37464, April 6, 1926. Approving Central Vermont Railway Company's Standard Tariff of Sleeping and Parlor Car Tolls, C.R.C. No. S-8.

General Order No. 430, March 23, 1926. Approving Supplement No. 1 to Canadian Freight Classification No. 17.

No. 37467, April 10, 1926. Suspending, pending hearing, item 380-A in Supplement No. 45 to Canadian Freight Association (Eastern Lines) Tariff C.R.C. No. 110.

No. 37487, April 14, 1926. Approving Supplement No. 5 to C. N. Ham's Tariff C.R.C. No. ET-694, providing regulations governing transportation of fireworks.

No. 37490, April 14, 1926. Dismissing complaint of the Corporation of Point Grey, B.C., against tolls proposed in the British Columbia Telephone Company's Supplement No. 1 to Tariff C.R.C. No. 7.

No. 37494, April 15, 1926. Approving Supplement No. 1 to the Hull Electric Railway Company's Standard Passenger Tariff C.R.C. No. P-16.

No. 37532, April 20, 1926. Suspending, pending hearing, Item No. 270-A in Supplement No. 17 to Canadian Freight Association (Eastern Lines) Tariff C.R.C. No. 111.

No. 37540, April 20, 1926. Suspending, pending hearing, Item 300-A in Supplement No. 3 to Canadian Freight Association (Eastern Lines) Tariff C.R.C. No. 256, in so far as same advances the rate on perfumes.

No. 37572, May 10, 1926. Suspending, pending hearing, Item 250-A in Supplement No. 21 to Canadian Freight Association (Western Lines) Tariff C.R.C. No. 47, eliminating special commodity import rate on tea from Vancouver to points in Western Canada.

No. 37590, May 8, 1926. Amending Order No. 20973, dated December 4, 1913, with respect to express delivery limits at Levis, Que., by striking out last paragraph thereof, reading "Provided that goods which arrive at Levis station by express consigned to parties residing at Point Levis, be carried to Point Levis by train service, without extra charge, to be there called for by and delivered to consignees."

No. 37601, May 10, 1926. Approving Supplement No. 2 to Canadian Freight Classification No. 17, issued to provide for a reduction from second to third class in the less than carload rating on lard compounds or substitutes, N.O.I.B.N., other than dry, in metal cans or barrels, boxes or crates.

No. 37650, May 21, 1926. Disallowing Supplement No. 2 to Canadian National Railways Tariff C.R.C. No. E-976; Supplement No. 2 to Canadian Pacific Railway Tariff C.R.C. No. E-4196; Supplement 2 to Quebec Central Railway Tariff C.R.C. No. 922, and Supplement No. 2 to Quebec Central Railway Tariff C.R.C. No. 921, in so far as they propose to change rates on newsprint paper, in carloads, from various shipping points to Clarksville, Knoxville, Memphis and Nashville, Tennessee.

No. 37681, May 29, 1926. Suspending, pending hearing, Canadian National Railways Tariffs C.R.C. No. E-1068, C.R.C. No. E-1069 and Supplement No. 2

to C.R.C. No. E-697; also Canadian Pacific Railway Corrections Nos. 148, 149, 152 and 153 to tariff C.R.C. No. E-4126, in so far as said tariff schedules in any way affect rules, regulations, or charges dealing with out of line haul service.

No. 37686, May 29, 1926. Dismissing complaint of the Dominion Millers Association that the Canadian Pacific and Canadian National Railway Companies refuse to apply stop-off charge of one cent per one hundred pounds on the bulk export grain rate from Fort William to the Atlantic Seaboard, as provided in General Orders Nos. 354 and 391.

Refuses application of the Dominion Millers Association for an order requiring that, where two rates on bulk grain are in effect from the same shipping point to the same destination for export, the stop-off charge apply on the lowest rate.

No. 37697, June 2, 1926. Approving Supplement No. 7 to the Express Classification for Canada No. 6.

No. 37699, May 31, 1926. Refusing application of John A. Kelly, St. John, N.B., for establishment of heater car service from St. John to Edmundston, N.B.

No. 37703, June 5, 1926. Approving Atlantic, Quebec and Western Railway Company's Standard Parlor Car Tariff, A.Q. and W.-C.R.C. No. 18, and Quebec Oriental Railway C.R.C. No. 14.

No. 37730, June 11, 1926. Rescinding Order No. 37440, dated March 31, 1926, suspending tariff C.R.C. No. E-1029 of the Canadian National Railways, increasing the freight rate on coal from Huntingdon, Que., to Isle Maligne, Que.

No. 37759, June 19, 1926. Approving Supplement No. 8 to the Express Classification for Canada No. 6.

No. 37788, June 21, 1926. Rescinding Order No. 37342, dated February 25, 1926, and directing that Canadian Pacific Railway Tariff C.R.C. No. W-2801 and Canadian National Railways Tariff C.R.C. No. W-442, covering rates on cattle, hogs, and sheep from primary markets to sections in prairie provinces for feeding purposes, may become effective July 1, 1926.

No. 37839, July 10, 1926. Approving Great Northern Railway Company's Standard Tariff of Maximum Parlor Car Tolls, C.R.C. No. S-10.

No. 37901, July 24, 1926. Rescinding Order No. 37396, dated March 20, 1926, which suspended the provision of Note "B", page 2, of Supplement No. 22 to the Canadian National Railways Tariff C.R.C. No. E-838, providing that the rates on crushed stone from Hagersville be exclusive of switching at the said point.

No. 37936, August 4, 1926. Authorizing the Quebec Central Railway Company to issue supplement forthwith to its tariff C.R.C. No. 917, correcting error in rate on building brick, in carloads, from Scotts Junction to Shawinigan Falls, Que.

General Order No. 432, August 13, 1926. Requiring that certain named railway companies amend their tariffs applying on high explosives, effective not later than the 30th day of August, 1926, so that the rate published therein on high explosives, in less than carloads, shall not exceed double first class current tariff rates, with a minimum charge of six dollars (\$6.00) for a single shipment; also, that tariff provisions in effect by any of the railway companies subject to the jurisdiction of the Board, east of Port Arthur, Ontario, naming lower rate minima on high explosives than above specified, are not to be increased as a result of this order.

No. 38264, October 15, 1926. Prescribing the basis on which the Canadian Pacific and Canadian National Railway Companies will amend their tariffs, effective not later than November 15, 1926, establishing rates on wheat, oats, rye and barley, grain screenings, and grain refuse, also flaxseed, ex lake, for milling, malting, storage or other treatment at interior milling points east of Port Arthur and reshipment.



No. 38275, October 19, 1926. Disallowing provisions of Supplement No. 38 to the Canadian National Railways Tariff C. G. Rys C.R.C. No. 1352, and of Supplement No. 48 to the Canadian National Railways Tariff C. G. Rys C.R.C. No. 1364, in so far as they propose to eliminate routings via Saint John and Ste. Rosalie Junction; and the Canadian National Railways and the Canadian Pacific Railway Company are directed to observe and perform the directions given on the bills of lading by shippers as to the routing of traffic, when such routing is open under the published rates of the tariffs in force.

No. 38277, October 16, 1926. Refusing application of the Parish of Lancaster, in the Municipality of the County of the City and County of Saint John, N.B., to compel the Dominion Express Company and the Canadian National Express Company to extend their free wagon delivery into the Parish of Lancaster.

No. 38289, September 27, 1926. Refusing application of the Government of the Province of British Columbia for leave to prosecute officials of the Canadian Pacific Railway Company for failure to obey the Order of the Board No. 36769, dated September 2, 1925, directing the said Company and the Canadian National Railway Company to file tariffs reducing the rates on grain and flour to Pacific ports within Canada, for export, to the same rates, proportioned to distance, as such grain and flour would carry if moving eastward for export.

No. 38351, November 6, 1926. Approving Supplement No. 9 to the Express Classification for Canada No. 6.

No. 38368, November 5, 1926. Refuses application of the Canadian Shippers' Traffic Bureau for a reduction in the current rates on woodpulp from various Canadian shipping points to Toronto, Ontario; also, declares the legal rates applicable on woodpulp, in carloads, under the provisions of Canadian National Railways tariff C.R.C. No. E-458, from Bathurst, N.B., Old Lake Road, Que., and Chatham, N.B., to Toronto, Ont.

No. 38447, November 23, 1926. Granting leave to the Canadian National Railways to issue supplement forthwith to tariff C.N.R., C.R.C. No. W-493 correcting error in rates on brick, cement, wall plaster, plaster board, plaster tile, and stucco, from Edmonton to stations on the E.D. and B.C. Ry. and Central Canada Ry.

No. 38450, November 22, 1926. Requiring the Canadian National Railways forthwith to amend their tariff applying on coal, carloads, by publishing competitive rates on coal from Three Hills, Alberta, to common points in Saskatchewan and Manitoba which shall not exceed the rates published by the Canadian Pacific Railway Company from Carbon, Alberta, to the same destinations on the line of that Company.

No. 38462, November 27, 1926. Suspending, pending hearing, tariff schedules of various railway companies naming rates on iron and steel articles, effective December 1, 1926.

No. 38485, November 29, 1926. Approving by-law No. 91 of the Canadian Pacific Railway Company appointing certain officials to prepare and issue tariffs of tolls.

No. 38488, November 29, 1926. Approving by-law of the Kettle Valley Railway Company appointing certain officials to prepare and issue tariffs of tolls.

No. 38508, November 29, 1926. Approving by-law No. 16 of the Edmonton, Dunvegan & British Columbia Railway Company appointing John Callaghan, General Manager, to prepare and issue tariffs of tolls.

No. 38511, December 6, 1926. Approving Quebec Central Railway Company's Standard Passenger Tariff, C.R.C. No. 296.

No. 38557, December 16, 1926. Approving by-law of the Père Marquette Railway Company authorizing the General Freight Agent to prepare and issue tariffs of tolls.

No. 38571, December 20, 1926. Approving by-law No. 7 of the Canadian National Railways authorizing the Chief of Tariff Bureau to prepare and issue tariffs of tolls.

No. 38572, December 20, 1926. Approving by-law No. 6 of the Canadian National Railways authorizing the General Manager and the General Traffic Agent of the Express Department to prepare and issue tariffs of express tolls.

## TELEPHONE ORDERS

Order No.	Date	Connecting Company
37222	Jan. 5, 1926....	La Compagnie du Téléphone Saguenay-Quebec.
37245	Jan. 12, 1926....	Romney Telephone System.
37246	Jan. 12, 1926....	Theford, Arkona and Eastern Lambton Telephone Co.
37247	Jan. 12, 1926....	Wheatley Telephone Company.
37248	Jan. 12, 1926....	Dalesville Mutual Telephone Association.
37311	Feb. 4, 1926....	Fenelon Falls Rural Telephone Company.
37385	Mar. 10, 1926....	Sebright Telephone Company.
37419	Mar. 24, 1926....	Commissioners for the Telephone System of the Township of Euphrasia.
37420	Mar. 24, 1926....	Point Mara Telephone Company.
37421	Mar. 24, 1926....	Montreal (Ontario) Telephone Company.
37422	Mar. 24, 1926....	Udney Telephone Company.
37425	Mar. 24, 1926....	Scottish-Canadian Magnesite Company.
37428	Mar. 24, 1926....	La Compagnie de Téléphone Masson.
37441	Mar. 30, 1926....	Plummer, Aberdeen & Galbraith Rural Telephone Association.
37475	April 12, 1926....	The Montague Centre Rural Telephone Company.
37537	April 27, 1926....	North Wellington Telephone Company.
37542	April 30, 1926....	Corporation of the Township of Tuckersmith.
37557	May 4, 1926....	East Luther Telephone Company.
37558	May 4, 1926....	Commissioners for the Telephone System of the Municipality of the Township of McKillop.
37563	May 5, 1926....	Kemble-Sarawak Telephone Company.
37564	May 5, 1926....	Maple Leaf Telephone Company.
37565	May 5, 1926....	Pleasant View Telephone Company.
37566	May 5, 1926....	Bognor Telephone Company.
37567	May 5, 1926....	Hoath Head & Grey Telephone Company.
37568	May 5, 1926....	Glen Eden Telephone Company.
37569	May 5, 1926....	Woodford Telephone Company.
37570	May 5, 1926....	Fifth Line Telephone Company.
37571	May 5, 1926....	Balaclava Telephone Company.
37573	May 6, 1926....	Jackson Telephone Company.
37574	May 6, 1926....	Centre Road Telephone Company.
37575	May 6, 1926....	Derby Telephone Company.
37576	May 6, 1926....	Leith & Annan Telephone Company.
37577	May 6, 1926....	Sydenham Union Telephone Company.
37578	May 6, 1926....	Silcote Telephone Company.
37579	May 6, 1926....	South Diagonal Telephone Company.
37580	May 6, 1926....	Ben Allen Telephone Company.
37590	May 10, 1926....	Alice Telephone Company.
37626	May 18, 1926....	Salkeld Telephone System.
37644	May 20, 1926....	Erin Municipal Telephone System.
37678	May 27, 1926....	Commissioners for the Telephone System of the Municipality of the Township of Goderich.
37682	May 28, 1926....	Noisy River Telephone Company.
37684	May 28, 1926....	Coldwater Municipal Telephone System.
37683	May 28, 1926....	Doane Telephone System.
37691	May 29, 1926....	Arran No. 1 Telephone Company.
37708	June 4, 1926....	Lachute East Mutual Rural Telephone Company.
37709	June 4, 1926....	Wilson Station Telephone Company.
37814	July 2, 1926....	G. Swartman.
37815	July 2, 1926....	Mond Nickel Company.
37820	July 2, 1926....	Pefferlaw Telephone System.
37821	July 2, 1926....	Sunderland Telephone Company.
37832	July 6, 1926....	Lapre Telephone System.
37857	July 15, 1926....	Commissioners for the Telephone System of the Municipality of the Township of Belmont.
37858	July 15, 1926....	Gillies Telephone System.
37859	July 15, 1926....	Corporation of the Township of Sandwich South.
37869	July 17, 1926....	Home Telephone Company.
37876	July 19, 1926....	Robt. Henry Edgar Telephone Company.
37877	July 19, 1926....	North Renfrew Telephone Company.
37878	July 19, 1926....	Oldfields Telephone Line.
37879	July 20, 1926....	Bethel Rural Telephone Line.
37889	July 21, 1926....	Commissioners for the Telephone System of the Municipality of the Township of Tay.



TELEPHONE ORDERS—*Concluded*

Order No.	Date	Connecting Company
37890	July 22, 1926....	Alnwick Rural Telephone Company.
37891	July 22, 1926....	Commissioners for the Telephone System of the Municipality of the Township of Dummer.
37892	July 21, 1926....	Mond Nickel Company.
37893	July 22, 1926....	Harvey Municipal Telephone System.
37975	Aug. 12, 1926....	Corporation of the Village of Blyth.
37976	Aug. 12, 1926....	Commissioners for the Telephone System of the Municipality of the Township of Ryde.
37993	Aug. 14, 1926....	Haldimand Municipal Telephone System.
38004	Aug. 19, 1926....	Commissioners for the Telephone System of the Municipality of Percy Township.
38045	Sept. 1, 1926....	Commissioners for th Municipality of the Township of Widdifield.
38050	Sept. 1, 1926....	Commissioners for the Chatsworth Rural Telephone Association.
38066	Sept. 1, 1926....	E. J. Ecclestone, operating Fairypoint Telephone Line.
38067	Sept. 8, 1926....	Ravenscliffe Telephone Company.
38069	Sept. 8, 1926....	Grunwald Telephone Line.
38077	Sept. 8, 1926....	Commissioners for the Telephone System of the Municipality of the Township of Blanchard.
38080	Sept. 8, 1926....	Msukoka & Parry Sound Telephone System.
38098	Sept. 14, 1926....	Union Telephone Company.
38099	Sept. 14, 1926....	South Norfolk Telephone Company.
38180	Sept. 28, 1926....	La Compagnie de Téléphone St. Donat.
38210	Oct. 4, 1926....	Ayr Rural Telephone Company.
38211	Oct. 4, 1926....	Ingersoll Telephone Company.
38212	Oct. 4, 1926....	Coldstream Telephone System.
38217	Oct. 6, 1926....	Mount Albert Telephone Company.
38263	Oct. 13, 1926....	Nissouri Telephone Company.
38290	Oct. 22, 1926....	Corporation of the Township of Sandwich South.
38302	Oct. 22, 1926....	Dr. Henderson Telephone Comapny.
38321	Oct. 28, 1926....	Hogg & Lytle, Limited.
38393	Nov. 11, 1926....	Perry Telephone System.
38426	Nov. 17, 1926....	Commissioners for the Telephone System of the Municipality of the Village of Blyth.
38427	Nov. 17, 1926....	Bon Echo Long Distance Telephone Line.
38435	Nov. 17, 1926....	Perkins Telephone Company.
38502	Dec. 3, 1926....	Ottawa River Forest Protective Association.
38504	Dec. 3, 1926....	Commissioners for the Telephone System of the Municipality of the Township of Wellesley.
38518	Dec. 7, 1926....	St. Joseph Island Telephone Company.
38519	Dec. 7, 1926....	Port Hope Telephone Company.
38532	Dec. 11, 1926....	Corporation of the Township of Chinguacousy.
38533	Dec. 3, 1926....	Green Telephone System.
38566	Dec. 18, 1926....	Princeton & Drumbo Telephone Company.
38567	Dec. 18, 1926....	People's Mutual Telephone Company.
38581	Dec. 20, 1926....	New Dundee Rural Telephone Comany.

## APPENDIX "C"

## REPORT OF THE CHIEF ENGINEER OF THE BOARD, T. L. SIMMONS

A. D. CARTWRIGHT, Esq.,

Secretary, Board of Railway Commissioners,

Ottawa, Ont.

SIR,—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department of the Board during the year 1926.

## ROUTE MAPS

Revised route map of the Tuffnell-Prince Albert Branch of the Canadian Pacific Railway from a point on the east bank of the Saskatchewan river, in township 51, range 14, W. 2 Mer., mileage 131.94 to a point in section 29, township 51, range 23, W. 2 Mer., mileage 195, in the province of Saskatchewan.

Revised route map of the Bromhead Westerly Branch of the Canadian Pacific Railway from mileage 2.5 in section 36, township 2, range 14, W. 2 Mer., to a point at mileage 25.0, in section 23, township 2, range 17, W. 2 Mer., in the province of Saskatchewan.

Revised route map of the Pashley Northeasterly Branch of the Canadian Pacific Railway from a point in township 17, range 26, W. 3 Mer., at mileage 66, to a point in township 15, range 24, W. 3 Mer., at mileage 85, in the province of Saskatchewan.

## LOCATION

Approval of the location of the line of the Vancouver Harbour Commissioners from a connection with the tracks of the Burrard Inlet Tunnel and Bridge Company near the east boundary of the city of Vancouver, B.C., running in a westerly direction along the water front to a connection with the tracks of the Pacific Great Eastern Railway near Lonsdale avenue, North Vancouver, a distance of 2.07 miles.

Approval of location of a portion of the Bromhead Westerly Branch of the Canadian Pacific Railway from a point in section 8, township 3, range 13 W. 2 Mer., mileage 0, to a point in section 23, township 2, range 17, W. 2 Mer., mileage 25.5, in the province of Saskatchewan.

Approval of location of a portion of the Cutknife-Whitford Lake Branch of the Canadian Pacific Railway from a point in section 1, township 50, range 28, W. 3 Mer., mileage 74.47, to a point in section 14, township 50, range 1, W. 4 Mer., province of Alberta.

Approval of a portion of the location of the Cardston Westerly Branch of the Alberta Railway and Irrigation Company from mileage 0 to mileage 30.32, in the province of Alberta.

Approval of a portion of the location of the Bromhead Westerly Branch of the Canadian Pacific Railway from the north limit of section 23, township 2, range 17, W. 2 Mer., mileage 25.5, to a point in section 31, township 2, range 19, W. 2 Mer., mileage 43.1, in the province of Saskatchewan.

Approval of location of a portion of the Lanigan Northwesterly Branch of the Canadian Pacific Railway from the north limit of section 7, township 45, range 18, W. 2 Mer., mileage 83.54, to a point in section 24, township 48, range 17, W. 2 Mer., mileage 108.0, in the province of Saskatchewan.

Approval of location of a portion of the Cloan Branch of the Canadian Pacific Railway from a point in section 25, township 36, range 10, W. 3 Mer., mileage 0, to a point in section 35, township 37, range 10, W. 3 Mer., mileage 8.04, in the province of Saskatchewan.



## REVISED LOCATION

Revised location of the Essex Terminal Railway from a point at or near Arthur street, Ford City, Ont., thence in a northeasterly direction across Park street, along Franklin avenue, and across Central avenue, Labadies road, Westcott road, Aubin road, François road, Giles road, and lanes to a point at or near Arthur road, in the town of Ford City, in the province of Ontario, a distance of 1.2 miles.

Revised location of a portion of the Fife Lake Branch of the Canadian Pacific Railway from a point in section 3, township 3, range 28, W. 2 Mer., mileage 35.0, to a point in section 1, township 3, range 28, W. 2 Mer., mileage 37.65, in the province of Saskatchewan.

Revised location of a portion of the Moose Jaw Southwesterly Branch of the Canadian Pacific Railway from a point in section 14, township 8, range 1, W. 3 Mer., mileage 57.46, to a point in section 4, township 6, range 1, W. 3 Mer., mileage 81.98, in the province of Saskatchewan.

Revised location of a portion of the Fife Lake Branch of the Canadian Pacific Railway from a point in section 10, township 6, range 1, W. 3 Mer., mileage 0, to a point in section 33, township 3, range 30, W. 2 Mer., mileage 16.21, in the province of Saskatchewan.

Revised location of the Canadian National Railways between Second and Nelson streets, in the town of Fort Frances, in the province of Ontario.

Revised location of a portion of the Maniwaki subdivision of the Canadian Pacific Railway from mileage 8.21 to 12.65 and from mileage 13.26 to 14.6, in the township of Hull, county of Hull, in the province of Quebec.

Revised location of a portion of the Cutknife-Whitford Lake branch of the Canadian Pacific Railway from a point in section 1, township 50, range 1, W. 4 Mer., mileage 76.23 to a point in section 13, township 53, range 6, W. 4 Mer., mileage 117.74, in the province of Alberta.

Revised location of a portion of the Cardston Northwesterly Branch of the Canadian Pacific Railway from a point in section 11, township 5, range 27, W. 4 Mer., at mileage 27.41, to a point in section 14, township 5, range 27, W. 4 Mer., mileage 28.57, in the province of Alberta.

Revised location of a portion of the Maniwaki Subdivision of the Canadian Pacific Railway between mileages 8.12 and 12.67, and between mileage 13.25 and 14.57, in the township of Hull, county of Hull, in the province of Quebec.

Revised location of the Essex Terminal Railway south of the Michigan Central Railroad in the township of Anderdon, county of Essex, in the province of Ontario.

Revised location of a portion of the Cardston northwesterly branch of the Canadian Pacific Railway from a point in section 7, township 4, range 27, W. 4 Mer., mileage 19.72, to a point in section 18, township 4, range 27, W. 4 Mer., mileage 21.10 in the province of Alberta.

Revised location of a portion of the Cutknife-Whitford Lake Branch of the Canadian Pacific Railway from a point in section 34, township 52, range 3, W. 4 Mer., mileage 99.2, to a point in section 15, township 53, range 4, W. 4 Mer., mileage 106.03, in the province of Saskatchewan.

Revised location of a portion of the Fife Lake Branch of the Canadian Pacific Railway from a point in section 15 township 3, range 30, W. 2 Mer., mileage 20, to a point in section 36, township 2, range 30, W. 2 Mer., mileage 25, in the province of Saskatchewan.

Revised location of a portion of the Cutknife-Whitford Lake Branch of the Canadian Pacific Railway from mileage 73.18 to mileage 76.23, in the province of Saskatchewan.

## RAILWAY CROSSINGS

Crossing of the tracks of the Champlain Market Branch of the Canadian National Railways by the tracks of the Quebec Harbour Commissioners by means of a "jump-over" track, in the city of Quebec, P.Q.

Crossing of the double tracks of the Canadian National Railways by the single track of the Montreal Tramways on de la Rousselière street, Pointe aux Trembles, P.Q.

Crossing of the tracks of the Canadian National Railways by the single track of the Montreal Tramways at Broadway street, Pointe aux Trembles, P.Q.

Crossing of the tracks of the Canadian National Railways by the tracks of the Cutknife-Whitford Lake Branch of the Canadian Pacific Railway by means of an overhead bridge in section 1 township 50, range 28, W. 3 Mer., in the province of Saskatchewan.

Crossing of the spur track of the Canadian Pacific Railway on Columbia street, New Westminster, B.C., by industrial spur track of the British Columbia Electric Railway.

Crossing of the double track of the Canadian Pacific Railway at the south end of the Second Narrows Bridge at Burrard Inlet, in the province of British Columbia, by the single track of the Vancouver Harbour Commissioners.

Crossing of the Michigan Central Railroad by a branch line of the Canadian National Railways in lot 42 township of Stamford, in the province of Ontario.

Crossing of the tracks of the Canadian National Railways by the tracks of the Montreal Tramways on George V avenue Montreal East, P.Q.

Crossing of the tracks of the Canadian Northern Alberta Railway by the tracks of the Grand Trunk Pacific Railway at mileage 65.29 west of Edson, Alta.

Crossing of the Atlantic Quebec and Western Railway by the tracks of the Bonaventure Pulp and Paper Company at Chandlers, P.Q.

Undercrossing of the Canadian Pacific Railway by the Great Northern Railway at Elko B.C.

Crossing of the Lacombe Branch of the Canadian Pacific Railway by connecting line of the Canadian National Railways in the southeast quarter of section 36 township 39, range 23, W. 4 Mer., near Alix, Alta.

## PROTECTION AT RAILWAY CROSSINGS

Installation of half interlocking plant at the crossing of the Canadian National Railways by the single track of the Montreal Tramways at De la Rousselière street, Pointe Aux Trembles, P.Q.

Installation of half interlocking plant at the crossing of the Canadian National Railways by the single track of the Montreal Tramways at Broadway street, Pointe Aux Trembles, P.Q.

Installation of automatic signal protection at the crossing of the Canadian Pacific Railway on lot 4, concessions 3 and 4, township of Guelph, near Guelph, mileage 34.1 Hamilton & Goderich Subdivision, in lieu of existing full interlocking plant.

Reconstruction of interlocking plant at crossing of the New Brunswick Power Company's line and the Canadian Pacific Railway on Main street, Fairville, N.B.

Installation of automatic signals in lieu of existing mechanical interlocking plant at crossing of Canadian Pacific Railway by the Canadian National Railway in lot 56, parish of Portage la Prairie, province of Manitoba. Speed of trains to be limited to a rate of speed not exceeding fifteen miles per hour.

Extension of interlocking plant of the Canadian National Railway at Bayview, Ont., to include the junction switches on the Dundas Subdivision, at Red Bank, Ont.



Installation of protection rails at the overhead crossing of the Esquimault and Nanaimo Railway by the Canadian National Railway at mileage 74.0 Victoria-Alberni Subdivision, Canadian National Railways, Vancouver Island, B.C.

Installation of automatic interlocking plant at the crossing of the Great Northern Railway by the British Columbia Electric Railway at Ardley, B.C.

Changes in the interlocking plant at the crossing of the Michigan Central Railway by the Pere Marquette Railway at Fargo, Ont.

Installation of signal protection for the Montreal and Southern Counties Railway at junction and loop line with the Central Vermont Railway at Granby, P.Q.

Rearrangement of the interlocking plant at the crossing of the Canadian National Railway by the Montreal Tramways at Pointe Aux Trembles, P.Q.

Changes in layout of interlocking plant at crossing of the Jacques Cartier Union Railway by the Montreal Tunnel and Terminal Railway at Eastern Jct., P.Q.

Changes in the signals at the interlocking plant on the Michigan Central Railroad at Yarmouth, Ont., at the crossing of the Canadian National Railways.

Installation of half interlocking plant at the crossing of the Atlantic Quebec and Western Railway by the Bonaventure Pulp & Paper Company's line at Chandlers, P.Q.

Changes in the interlocking plant at the crossing of the Canadian National Railways and the Canadian Pacific Railway at Paris, Ont.

Installation of automatic half interlocking plant at the crossing of the Canadian Pacific Railway by the Winnipeg Electric Railway on Academy road, Winnipeg, Man.

Installation of interlocking signals and lock-up cabin at the crossing of the tracks of the Canadian National Railways by the tracks of the Canadian Pacific Railway in parish lot 56, Parish of Portage la Prairie, in the province of Manitoba.

Installation of interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways near Alix, Alta.

#### OPERATION OF INTERLOCKING PLANTS

Operation of interlocking plant at the crossing of the Lake Erie and Detroit River Railway (Pere Marquette Railway) by the Hydro-Electric Power Commissioners' line on Seminole street, Walkerville, Ont.

Operation of half interlocking plant at the crossing of the Suburban Rapid Transit (Winnipeg Electric) Company's track and the Oak Point Branch of the Canadian National Railways at Portage avenue, Winnipeg, Man. at a rate of speed not exceeding fifteen miles per hour.

Operation of interlocking plant at the crossing of the Canadian National Railways by the Roberval-Saguenay Railway at Ha-Ha Bay Junction, P.Q.

Operation of half interlocking plant at crossing of the Essex Terminal Railway by the Essex District Railway on Parent Avenue, Windsor, Ont. at a rate of speed not exceeding fifteen miles per hour.

Operation of interlocking plant at the crossing of the Canadian National Railways and the Canadian Pacific Railway at Inglewood Jct., Ont., abandoned and signals fixed at "Stop" position.

Operation of interlocking plant at crossing of the Essex Terminal Railway by the Essex District Railway on Seminole Street, Walkerville, Ont., at a rate of speed not exceeding fifteen miles per hour.

Operation of half interlocking plant at crossing of the Canadian Pacific Railway by the Winnipeg Electric Railway on Academy road, Winnipeg, Man.

Operation of automatic half interlocking plant at crossing of the Canadian Pacific Railway by the Winnipeg Electric Railway on Notre Dame avenue, Winnipeg, Man.

Operation of half interlocking plant at crossing of the Canadian National Railways by the Winnipeg Electric Railway on Academy road, Winnipeg, Man.

Operation of automatic half interlocking plant at crossing of the Midland Railway of Manitoba by the Winnipeg Electric Railway on Notre Dame avenue, Winnipeg, Man.

Operation of automatic half interlocking plant at crossing of the Midland Railway of Manitoba by the Winnipeg Electric Railway on Academy road, Winnipeg, Man.

Operation of interlocking plant at the crossing of the Jacques Cartier Union Railway by the tracks of the Montreal Tunnel and Terminal Company Limited at Eastern Junction, P.Q.

Operation of interlocking plant at crossing of the Montreal and Southern Counties Railway by the Central Vermont Railway at Granby, P.Q.

#### RAILWAY CONNECTIONS

Connection between the tracks of the Hydro Electric Power Commission and the tracks of the Canadian Pacific Railway near the intersection of Sandwich street and Caron avenue, Windsor, Ont.

Connection between the tracks of the Canadian Pacific Railway and the Canadian National Railways at Kelowna, B.C.

Connection between the tracks of the Canadian National Railways and the Montreal Tramways at mileage 29.08 L'Assomption Subdivision, Montreal Division, Town of Montreal East, in the province of Quebec.

Connection between the Pembina Valley Railway and the Edmonton Dunvegan and British Columbia Railway near Busby, Alta.

Connection between the Stamford Subdivision of the Canadian National Railways and the Grimsby Subdivision of the Canadian National Railways in the township of Stamford, in the province of Ontario, a distance of 1.14 miles.

Connection between the tracks of the Canadian National Railways and the Canadian Pacific Railway at the plant of William Stone & Sons Ltd., at Ingersoll, Ont.

Connection between the tracks of the Great Northern Railway and the Canadian Pacific Railway at Elko, B.C.

Connection between the tracks of the Canadian Northern Ontario Railway and the tracks of the Grand Trunk Railway in lot 24, concession 4, township of West Whitby, county of Ontario, in the province of Ontario.

Connection between the Canadian National Railway (Langham Sub.) and the Grand Trunk Pacific Branch Lines (Cudworth Sub.) near Totzke, Sask.

Connection between the tracks of the Three Hills Subdivision of the Grand Trunk Pacific Railway, mileage 78.92, and the tracks of the Brazeau Subdivision of the Canadian National Railways, mileage 21.75, in the province of Alberta.

#### INTERCHANGE TRACKS

Interswitching facilities between the Canadian National Railways and the Canadian Pacific Railway in the town of Melfort, Sask.

Interswitching facilities between the Canadian National Railways and the Canadian Pacific Railway in the town of Red Deer, Alta.

Second interchange track between the Canadian National Railways and the Chatham Wallaceburg & Lake Erie Railway in the town of Chatham, Ont.



## PROTECTION AT HIGHWAY CROSSINGS

Installation of automatic bell and wigwag signal at the crossing of Carling avenue, Ottawa, Ont., by the Canadian Pacific Railway Company.

Installation of bell and wigwag signal at crossing of the highway at La Squette, P.Q., by the Canadian National Railways.

Installation of two automatic bells and wigwag signals at the crossing of the extension of Elphinstone street, Regina, Sask., by the Canadian National Railways and the Canadian Pacific Railway.

Removal of obstructions to view at the crossing of Champlain street, St. Johns, P.Q., by the Canadian Pacific Railway.

Removal of obstructions to view at the crossing of the highway by the Canadian National Railways west of Crescent Beach, Ont.

Installation of gates at the crossing of Gouin Boulevard, Montreal, P.Q., by the Canadian Pacific Railway.

Removal of brush to provide a sight line at the crossing of Main street, Sleemans; Sask., by the Canadian National Railways.

Installation of wigwag signals at crossing of Rochester, Booth and LeBreton streets, Ottawa, Ont., by the Canadian National Railways.

Installation of wigwag signal at highway crossing 150 feet west of St. Hilaire station, P.Q., on the line of the Canadian National Railways.

Removal of embankment on the north side of the right of way of the Toronto Hamilton and Buffalo Railway through lot A, concession 3, township of Brantford, in the province of Ontario, for improvement to view at the highway crossing.

Installation of automatic bell and wigwag signal at highway crossing immediately west of station at Padoue, P.Q., on the Metapedia subdivision of the Canadian National Railways.

Installation of automatic bell and wigwag signal at the crossing of George street, Fredericton, N.B., by the Canadian National Railways.

Installation of automatic bell and wigwag signals at crossing of York street, Fredericton, N.B., by the Canadian National Railways.

Installation of electric bell and wigwag signal at the crossing of Charlotte street, Fredericton, N.B., by the Canadian National Railways.

Installation of electric bell and wigwag signal at the crossing of Kempt street, New Glasgow, N.S., by the Canadian National Railways.

Installation of additional track circuits at highway crossing west of Lansdowne, Ont., by the Canadian Pacific Railway.

Installation of wigwag crossing signal at highway crossing at Aulac, N.B., mileage 82.94, Springhill subdivision, Canadian National Railways.

Diversion of Church street into Club avenue, north of Canadian Pacific Railway tracks; to close and divert said streets to vehicular traffic where they cross the railway; and to provide a crossing for pedestrians immediately east of station platform at Vaudreuil, P.Q.

Installation of automatic bell and wigwag signal at crossing of Cedar street, Campbellton, N.B., at mileage 185.05, Bathurst subdivision, Canadian National Railways.

Improvement to view in the southwest angle of the public crossing on the line of the Canadian National Railways, Chester subdivision, mileage 0.91, over Dutch Village road, in the county of Halifax, in the province of Nova Scotia.

Improvement to view by removal of obstructions at the highway crossing on the line of the Canadian National Railways between Division "A" and "B" in the township of Guelph, in the province of Ontario.

Installation of wigwag signal in addition to present bell at crossing of Ontario street, Stratford, Ont., by the Canadian National Railways.

Installation of automatic bell and wigwag signal at the crossing of the Canadian National Railways, mileage 13.34, west of Boston Bar, B.C.

Installation of wigwag signal at crossing of Erie street, Stratford, Ont., by the Canadian National Railways.

Installation of automatic bell and wigwag signal at the crossing of the Canadian Pacific Railway at mileage 40.54 west of North Bend, B.C.

Installation of wigwag signal at highway crossing just west of station at Ridgeway, Ont., by the Canadian National Railways.

Installation of automatic bell and wigwag signal at the crossing of Depew street, Hamilton, Ont., by the Toronto, Hamilton & Buffalo Railway.

Installation of automatic bell and wigwag signal at the crossing of Church street, Pointe au Pic, P.Q., by the Canadian National Railways.

Installation of electric bell at the crossing of Argyle street, Caledonia, Ont., by the Canadian National Railways.

Removal of obstructions to view at the highway crossing just east of Perth Road station, Ont., by the Canadian National Railways.

Installation of automatic bell and wigwag at the crossing of Main street, Mundare, Man., by the Canadian National Railways.

Change in bonding of the tracks of the Canadian National Railways at the crossing of River street, Stellarton, N.S.

#### OPENING FOR TRAFFIC

Opening for traffic portion of the Cowichan Bay Branch of the Canadian National Railways from mileage 6.56 to 7.45, Tidewater subdivision, in the province of British Columbia.

Opening for traffic of the Pine Falls Branch of the Canadian National Railways from a connection with the Victoria Beach subdivision at mileage 48, Beaconia, Man., easterly to Pine Falls, a distance of 19.5 miles; also the north leg of the wye at the junction at Beaconia, Man., a distance of 0.16 miles.

Opening for traffic a portion of the Turtleford Southeasterly Branch of the Canadian National Railways from mileage 0, at junction with the Turtleford subdivision, at mileage 56.2, for a distance of 23 miles; also the north leg of the wye at said junction, a distance of 0.24 miles; speed of trains to be restricted to twelve miles per hour.

Opening for traffic that portion of the China Clay Branch of the Canadian National Railways from mileage 9.0 to 11.33, in the province of Quebec.

Opening for traffic portion of the Amulet-Dunkirk Branch of the Canadian Pacific Railway from Wallace, mileage 0 to Cardross, mileage 46.04, in the province of Saskatchewan.

Opening for traffic portion of the China Clay Branch of the Canadian National Railways from mileage 0 to 9, in the province of Quebec.

Opening for traffic portion of the Pashley Northeasterly Branch of the Canadian Pacific Railway from Pivot, mileage 0, to Fox Valley, mileage 26.97, in the province of Alberta.

Opening for traffic portion of the Acadia Valley Branch of the Canadian National Railways at mileage 0, at the junction with the Mantario subdivision, mileage 136.3, near Eyre, to Acadia Valley, a distance of 24.60 miles; also the west leg of the wye at said junction, a distance of 0.23 miles.

Opening for traffic a portion of the Willowbunch Branch of the Canadian National Railways from mileage 43.22 at Bengough, to Willowbunch, mileage 71.71, a distance of 28.49 miles, in the province of Saskatchewan.

Opening for traffic a portion of the Hanna-Warden Branch of the Canadian National Railways, from junction at Warden, mileage 56.59, Stettler subdivision,



to the junction with the Drumheller subdivision, at mileage 0.77, at Hanna, a distance of 62.18 miles; also the west leg of the wye at said junction, a distance of 0.23 miles, in the province of Alberta.

Opening for traffic portion of the Dunblane-Central Butte Branch of the Canadian National Railways from junction at Dunblane to the junction at Central Butte, Riverhurst subdivision, a distance of 37.58 miles, in the province of Saskatchewan.

Opening for traffic portion of the Maniwaki Branch of the Canadian Pacific Railway from mileage 8.12 to 12.67, a distance of 4.55 miles, in the province of Quebec.

Opening for traffic portion of the Canadian National Railways between Logan avenue and Eastern avenue, in the City of Toronto, in the province of Ontario.

Opening for traffic portion of the Maniwaki Branch of the Canadian Pacific Railway, as relocated, between mileage 13.26 and 14.6, in the province of Quebec.

Opening for traffic portion of the Maniwaki Branch of the Canadian Pacific Railway, as relocated, between mileages 14.6 and 15.28, in the province of Quebec.

Opening for traffic portion of the Turtleford Southeasterly Branch of the Canadian National Railways from mileage 23.0 at Fairholme, to mileage 65.5 at Rabbit Lake, a distance of 42.5 miles, in the province of Saskatchewan.

Opening for traffic portion of the Turtleford Southeasterly Branch of the Canadian National Railways from mileage 0 at Turtleford, to mileage 23 at Fairholme; also the north leg of the wye at Turtleford, a distance of 0.24 miles, in the province of Saskatchewan.

Opening for traffic of connection from mileage 224.15, Stamford subdivision, to mileage 2.05, Grimsby subdivision of the Canadian National Railways, in the province of Ontario, a distance of 1.14 miles.

Opening for traffic a portion of the St. Paul Southeasterly Branch of the Canadian National Railways, a distance of 19.55 miles, from a junction with the Coronado subdivision of the Canadian National Railways at mileage 120.85, at St. Paul, Alta., to the end of steel at mileage 140.14, at Elk Point, Alta., at a rate of speed not to exceed ten miles per hour.

#### SUBWAYS

Construction of pedestrian subway by the city of Montreal, under the tracks of the Canadian Pacific Railway at Atlantic street, Montreal, P.Q.

Construction of subway at corner of Bay and York streets, and the elevated track structure in the vicinity of the new Toronto Station, in the City of Toronto, in the province of Ontario.

Construction of entries under the tracks of the Canadian Pacific Railway at Diamond City, Alta.

Construction of highway underneath the Central Canada Railway Company's trestle over Pat's creek in river lot No. 8, Peace River Landing Settlement, province of Alberta.

Construction of pedestrian subway under the tracks of the Canadian Pacific Railway at Armstrong street, Parry Sound, Ont.

Diversion of highway near Oxford Junction, N.S., so as to pass under west approach to the River Philip bridge, mileage 37.1, Springhill Subdivision, Canadian National Railway.

Construction of subway under the tracks of the Canadian National Railways opposite Prince Arthur street, St. Lambert, P.Q.

Approval of construction of three subways, one under the tracks of the Galt Subdivision, and the Toronto Grey and Bruce Subdivision of the Canadian

Pacific, and the Brampton Subdivision of the Canadian National Railway at Bloor street; one under the tracks of the Canadian National Railways and the Canadian Pacific Railway on Royce avenue; and one under the tracks of the Newmarket Subdivision of the Canadian National Railways on Bloor street, Toronto, Ont.

Construction of subway under the line of the Canadian National Railways in the southwest quarter of section 28, township 26, range 28, W. 3 Mer., in the province of Saskatchewan.

#### OPERATION OF BRIDGES

Operation of bridge over Silver creek, mileage 41.95, Yale subdivision, Canadian National Railways, west of Hope, B.C.

Operation of bridge over the South Saskatchewan river in the city of Saskatoon, in the province of Saskatchewan, at mileage 159.8, Craig subdivision, Canadian National Railways.

Operation of bridge over the Black river, near Plessisville, P.Q., mileage 125.65, Danville subdivision, Canadian National Railways.

Operation of bridge over Yamaska river, mileage 27.8, Granby Subdivision, Canadian National Railways.

Operation of bridge over the Mattawin river, mileage 49.73, Kashabowie subdivision, Canadian National Railways.

Operation of bridge at mileage 24.1, Alderdale subdivision, Capreol Division, Canadian National Railways.

Operation of bridge over the Shebandowan river, mileage 53.89, Kashabowie subdivision, Canadian National Railways.

Operation of bridge over the Muskegon river at mileage 0.3 from Foleyet on the Oba subdivision, Canadian National Railways.

Operation of bridge over the Apishkenogama river, mileage 0.7, from Foleyet, on the Oba subdivision of the Canadian National Railways.

Operation of bridge over the Front river, mileage 32.0, Oba Subdivision, Canadian National Railways.

Operation of bridge over Midway creek, mileage 147.3 from Capreol, Ruel subdivision, Canadian National Railways.

Operation of bridge over the Pichogan river, mileage 97.6, from Foleyet, Oba subdivision, Canadian National Railways.

Operation of bridge over the Shebok river, mileage 135.8, Oba subdivision, Canadian National Railways.

Operation of bridge over the Muskegogan river, mileage 78.95 from Capreol, District of Sudbury, province of Ontario, on the line of the Canadian National Railways.

Operation of bridge over the Osawain river, mileage 36.9, Caramat Subdivision, Canadian National Railways.

Operation of bridge over the Postogami river, mileage 37.8, Dorion subdivision, Canadian National Railways.

Operation of bridge over the Kenogami river, mileage 100.7, Caramat subdivision, Canadian National Railways.

Operation of bridge over Ground Hog river, mileage 134.8, Ruel subdivision, Canadian National Railways.

Operation of bridge over Cash Creek, mileage 58.7, Dorion Subdivision, Canadian National Railways.

Operation of bridge over Valley river, mileage 207.9, Togo subdivision, Canadian National Railways.

Operation of bridge over the Assiniboine river, mileage 18, Tonkin subdivision, Canadian National Railways.



Operation of bridge over the Saguenay river at a point opposite Shipsaw, county of Chicoutimi, province of Quebec, mileage 5.0, from Ha-Ha Bay Junction on the Roberval-Saguenay Railway.

Operation of bridge over Pipestone creek, mileage 194.8 Hartney Subdivision of the Canadian National Railways.

Operation of bridge over Souris river, mileage 174.0 Hartney Subdivision, Canadian National Railways.

#### HIGHWAY CROSSINGS AND DIVERSIONS

In connection with the approval of location plans, a large number of highway crossing and highway diversion plans were approved. In all about five hundred and twenty-three highway crossings and sixty-five highway diversions were approved, as follows:—

	Highway Crossings	Highway Diversions
British Columbia.....	76	3
Alberta .....	126	16
Saskatchewan .....	120	13
Manitoba .....	57	6
Ontario .....	114	8
Quebec .....	23	7
Maritime Provinces.....	7	12

#### INDUSTRIAL SPURS

Authority was granted for the construction of one hundred and thirty-eight industrial spurs, varying in length from a few hundred feet to six miles, as follows:—

British Columbia.....	30
Alberta .....	17
Saskatchewan .....	4
Manitoba .....	5
Ontario .....	39
Quebec .....	31
Maritime Provinces.....	7

#### TELEPHONE AGREEMENTS

The Board's Electrical Engineer has checked over and passed upon one hundred and thirty-four agreements, covering connections between rural telephone companies and the Bell Telephone Company.

#### BRIDGES

Authority was granted for the construction or reconstruction of forty-eight bridges throughout the country, and inspections were made of twenty-six new or reconstructed bridges and authority granted for use of same.

#### EXPROPRIATION

Expropriation of lands and premises in the city of Fort William, Ont., required for trackage and yardage facilities for the Canadian Pacific Railway.

Expropriation of lands at St. Jonquiere, P.Q., by the Quebec and Lake St. John Railway for the purpose of additional railway facilities.

Expropriation of land by the Montreal Harbour Commissioners between the north side of St. Catherine street and the north bank of the river St. Lawrence for the building of a bridge, with necessary approaches, across the river St. Lawrence.

Expropriation of land required for the construction of the Toronto Viaduct, between Yonge street and Parliament street, and north of the new Windmill Line, Toronto, Ont.

## DRAINAGE

Approval of work to be done on the drains under the Canadian National Railways on the road allowance on the north side of section 34, township 8, range 6, E. P. Mer., and in the southeast quarter of section 9, township 9, range 6, E. P. Mer., in the province of Manitoba.

Approval of work to be done on the drain under the Canadian National Railways north of section 28, township 9, range 5, E. P. Mer., in the province of Manitoba.

Approval of plans and specifications of the Improved Municipal Drain No. 2 across the right of way of the Owen Sound Branch of the Canadian National Railways at a point about three miles north of Harriston, Ont.

Approval of plans and specifications of the work to be done on the drains under the Canadian National Railways on the road allowance on the north side of section 34, township 8, range 6, E. P. Mer., and in the southeast quarter of section 9, township 9, range 6, E. P. Mer., in the province of Manitoba.

## RAILWAY GRADE CROSSING FUND

Improvements at seventy-two grade crossings were dealt with and contributions granted from the Railway Grade Crossing Fund.

## MISCELLANEOUS

Some eighty crossings of railways by power transmission lines were passed upon by the Board's Electrical Engineer.

Some twenty cases of reduced clearances of structures at railway sidings were passed upon by the Board's engineers.

Exemption from the erection of fences, gates and cattle guards has been granted in a number of cases.

In addition to the above many other matters have been dealt with by the Board's engineers, such as the inspection of railways out of repair, investigation of accidents, removal of speed limitations, removal of industrial spurs, speed restriction of trains through junctions, protection of switches on spurs leading to industries, farm crossing complaints, wire crossings, inductive interference, etc.



## APPENDIX "D"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD FOR  
THE YEAR ENDING DECEMBER 31, 1926

A. D. CARTWRIGHT, Esq.,  
Secretary, Board of Railway Commissioners,  
Ottawa.

DEAR SIR,—In compliance with section 31 of the Railway Act of 1919, the annual report of the Chief Operating Officer, covering the work of the Operating Department during the fiscal year ending December 31, 1926, is respectfully submitted.

REPORTING AND INVESTIGATING ACCIDENTS ATTENDED BY PERSONAL INJURY OR LOSS  
OF LIFE

During the year there were 2,517 accidents reported to the Board by the various railway companies subject to its jurisdiction, involving 3,049 casualties, of which number 429 persons were killed, and 2,620 persons injured. For particulars see statements Nos. 1, 3 and 4.

The comparative statements Nos. 2, 5 and 6, of killed and injured, show an increase of 157 persons killed and a decrease of 335 injured.

Out of the total of 2,517 accidents so reported, 1,190 were investigated, covering 287 persons killed and 1,389 injured. Detailed statements Nos. 7, 8, 9 and 10 set out the investigations made in connection with collisions, derailments, highway crossing accidents and accidents to employees while working on or under engines. These four statements show a total of 462 investigations, covering 148 persons killed and 655 injured. The remainder of 728 investigations cover 139 persons killed and 734 injured, and are spread over accidents covered by the various headings referred to in statements Nos. 3, 4 and 5.

It will be observed that out of a total of 2,517 accidents and 3,049 casualties during the fiscal year, there were 123 trespassers killed and 113 injured. In this connection reference is made to statement No. 16, showing, by railways and provinces, the number of killed and injured.

The matter of highway crossing accidents, protection provided, etc., is dealt with in detail statements Nos. 3, 4, 5, 9, 11, 12, 13, 14 and 15.

## INSPECTION OF SAFETY APPLIANCES—CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of section 298 of the Railway Act and General Order No. 102; a reprint of the latter having been made during the fiscal year ending December 31, 1923, embodying all the amendments to date. The work performed by the Department in this connection will be found in detail statements Nos. 19, 20, 21A and 21B. The inspection of 104,921 cars, it will be readily understood, entails considerable time and labour, both on the ground and in the office at headquarters, where the work of recording, checking and filing of the numerous reports is carried on, and subsequent correspondence with the railway companies with a view to having the defects, so reported, remedied as promptly as possible.

The inspection of 104,921 cars above referred to revealed 4,641 defective cars (4.42 per cent) with defects totalling 5,087.

## INSPECTION OF MOTIVE POWER

This division of the work is carried on under sections 298, 299, 300 and 301 of the Act, and the Board's General Orders Nos. 12, 31, 66, 78, 102, 131, 199, 226, 289, 293, 362, 385, 389, 394, 402, 403, 404, 415, 423, 424, 428, and 434. A total

of 12,852 locomotives were inspected during the fiscal year, the total number of defective engines being 598 (4.65 per cent), with defects numbering 817. For details see statement No. 22.

Under General Order No. 78, the so-called "Locomotive Boiler Inspection Order," 67,487 report forms of monthly and annual inspections were filed with the department during the year.

#### STATIONARY BOILERS

Under General Order No. 330, the so-called "Stationary Boiler Inspection Order," 5,100 report forms of semi-annual and annual inspections were filed with this department during the year.

The checking and recording of the above mentioned locomotive and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

#### INSPECTION OF PASSENGER EQUIPMENT, STATION BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

#### APPLICATIONS AND COMPLAINTS RE TRAIN AND STATION SERVICE, HIGHWAY CROSSING PROTECTION, STATION LOCATIONS, CAR SUPPLY, ETC.

The work under this heading covers a wide range of subjects, and entails, in many instances, a considerable amount of enquiry and research. During the year complaints and applications numbering 960 were enquired into and reported upon.

In conclusion it might be stated that in order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 347,581 miles by the staff of this department.

Yours truly,

G. SPENCER,  
*Chief Operating Officer.*



No. 1.—STATEMENT showing number of passengers, employees, and others killed and injured on railways under the Board's jurisdiction, for year ending December 31, 1926.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	6	195	64	920	153	319	223	1,434
Canadian Pacific.....	7	116	55	697	94	180	156	993
Midland Railway of Manitoba.....				1				1
Essex Terminal.....					2		2	
Oshawa Railway Co.....					1			1
Esquimalt & Nanaimo.....	1		1	1	1	3	2	5
Niagara, St. Catharines & Toronto					1		1	
Edmonton, Dunvegan & British Columbia.....						1		1
Hamilton Radial Electric.....		2				1		3
British Columbia Electric.....					2		2	
Fredericton Grand Lake Coal &...				1				1
Hull Electric.....		1						1
Napierville Jct.....		1		3	1		1	4
Brantford & Hamilton.....						1		1
Quebec Central.....				1	3		3	1
Windsor, Essex & Lake Shore.....						2		2
Grand River.....		1			2	4	2	5
London & Port Stanley.....		2		1		9		12
Algoma Eastern.....					1		1	
Kettle Valley.....			5	8	1	1	6	9
Quebec Railway, Light & Power..		2		1	1		1	3
New York Central.....		2		6	1		1	8
Dominion Atlantic.....		1	1	2	2	1	3	4
Lake Erie & Northern.....		1		1		1		3
Pere Marquette.....				6	1	6	1	12
Great Northern.....		1		7	2	5	2	13
Quebec, Montreal & Southern.....				7		1		8
Montreal & Southern Counties.....		1		4	1	5	1	10
Toronto, Hamilton & Buffalo.....		2		11	1	4	1	17
Algoma Central & Hudson Bay....				1		1		2
Michigan Central.....			6	48	14	18	20	66
	13	329	132	1,727	284	564	429	2,620

No. 2.—COMPARATIVE statement of killed and injured between year ending December 31, 1925, and year ending December 31, 1926.

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1925.....	6	354	76	2,008	190	593	272	2,955
1926.....	13	329	132	1,727	284	564	429	2,620
Increase.....	7	.....	56	.....	94	.....	157	.....
Decrease.....	.....	25	.....	281	.....	20	.....	335



No. 3.—STATEMENT showing separately the number of passengers, employees, and others, killed and injured, and the nature of the accidents, for year ending December 31, 1926.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....	1	72	9	76	.....	1	10	149
Collision, head-on.....	.....	.....	11	14	4	.....	15	14
Collision, rear-end.....	.....	18	1	16	5	6	6	40
Collision in yard.....	.....	12	3	45	1	.....	4	57
Collision at level (diamond) crossing.....	.....	.....	.....	.....	.....	1	.....	1
Public highway crossing protected by gates.....	.....	.....	.....	.....	7	20	7	20
Public highway crossing protected by bell.....	.....	1	.....	3	21	61	21	65
Public highway crossing protected by watchman.....	.....	.....	.....	.....	1	9	1	9
Public highway crossing unprotected.....	.....	.....	.....	.....	.....	.....	.....	.....
Private crossing.....	.....	.....	1	7	90	269	100	276
Trespassing.....	.....	.....	1	5	14	26	15	31
Working on or under engine.....	.....	.....	2	160	123	113	123	113
Miscellaneous.....	1	132	3	405	2	22	6	559
Adjusting couplers, coupling and uncoupling.....	.....	.....	8	82	.....	.....	8	82
Run down by engine or car between stations.....	.....	.....	11	3	1	.....	12	3
Falling off hand car, motor or velocipede.....	.....	.....	8	182	.....	12	8	194
Hand car, motor or velocipede struck by train.....	.....	.....	19	30	1	.....	20	30
Crawling between cars over couplers.....	.....	.....	3	3	.....	.....	3	3
Passing between cars between couplers.....	.....	.....	2	4	.....	1	2	5
Struck by car standing foul.....	.....	.....	1	11	.....	1	1	12
Struck by switch stand, water spout, mail crane, etc.....	.....	1	.....	24	.....	.....	.....	25
Crushed between cars and buildings, lumber pile, platform, etc.....	.....	.....	1	7	.....	2	1	9
Explosion of locomotive boiler.....	.....	.....	.....	3	.....	.....	.....	3
Falling off passenger train.....	3	5	1	2	.....	.....	4	7
Falling off tender while handling coal.....	.....	.....	.....	6	.....	.....	.....	6
Falling off tender while taking water.....	.....	.....	.....	2	.....	.....	.....	2
Sideswipe.....	.....	.....	2	11	.....	.....	2	11
Riding on pilot or foot-board of engine.....	.....	.....	7	49	.....	.....	7	49
Overhead construction.....	.....	.....	.....	8	.....	.....	.....	8
Falling off top of car.....	.....	.....	1	35	.....	.....	1	35
Falling between cars.....	.....	.....	5	9	.....	1	5	10
Application of air brakes.....	.....	23	.....	120	.....	.....	.....	143
Jumping off train in motion.....	5	33	2	38	1	10	8	81
Attempt to board train in motion..	2	19	3	57	1	2	6	78
Washout.....	.....	8	.....	3	.....	.....	.....	11
Bridge give way or destroyed by fire.....	.....	.....	.....	1	.....	.....	.....	1
Run down by engine or cars at stations or in yards.....	1	5	22	53	3	5	26	63
Passing too close around end of string of cars.....	.....	.....	.....	1	.....	.....	.....	1
Caught by engine or car while throwing switch.....	.....	.....	1	4	.....	.....	1	4
Falling off side and end ladders of cars.....	.....	.....	1	50	.....	.....	1	50
Falling off car while working hand brake.....	.....	.....	1	78	.....	.....	1	78
Handling freight and baggage.....	.....	.....	.....	35	.....	.....	.....	35
Loading and unloading O.C.S. material.....	.....	.....	.....	51	.....	.....	.....	51
Staking or poling cars.....	.....	.....	.....	1	.....	.....	.....	1
Cars moved while being loaded or unloaded.....	.....	.....	.....	4	.....	2	.....	6
Carmen working on or under cars on running track when moved....	.....	.....	.....	1	.....	.....	.....	1
Chaining and unchaining cars.....	.....	.....	.....	1	.....	.....	.....	1
Coupling and uncoupling hose and turning angle cock.....	.....	.....	2	27	.....	.....	2	27
	13	329	132	1,727	284	564	429	2,620





[illegible]





[illegible]

No. 4.—STATEMENT showing character of accidents and number of persons killed and injured on railways under the jurisdiction of the Board, for year ending December 31, 1926—*Concluded*

	L. E. & N.		P. M. R.		G. N. R.		Q. M. & S.		M. & S. C.		T. H. & B.		A. C. & H. B.		M. C. R.		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....																	10	149
Collision, head-on.....							1										15	14
Collision, rear-end.....																	6	40
Collision in yard.....															6		4	57
Collision at level (diamond) crossing.....																	7	20
Public highway crossing protected by gates.....															2		21	65
Public highway crossing protected by bell.....	1		2												1		1	9
Public highway crossing protected by watchman.....											2				1		100	276
Public highway crossing unprotected.....			1	4	1	3					1	2			1		15	31
Private crossing.....																	123	113
Trepassing.....																	1	160
Working on or under engine.....						1	1										2	559
Miscellaneous.....										4							1	8
Adjusting couplers, coupling and uncoupling.....							3										6	82
Run down by engine or car between stations.....						2											12	3
Falling off hand car, motor or velocipede.....															2		1	194
Hand car, motor or velocipede struck by train.....							1										20	30
Crawling between cars over couplers.....															1		3	3
Passing between cars between couplers.....																	2	5
Struck by car standing foul.....																	1	12
Struck by switch stand, water spout, mail crane, etc.....												1					2	25
Crushed between cars and buildings, lumber pile, platform, etc.....																	1	9
Explosion of locomotive boiler.....																	3	7
Falling off passenger train.....																	4	6
Falling off tender while handling coal.....																		2
Falling off tender while taking water.....																	11	11
Sideswipe.....																	7	49
Riding on pilot or footboard of engine.....							1										2	8
Overhead obstruction.....			2		1							2			1		7	35
Falling off top of car.....																	1	10
Falling between cars.....																	5	143
Application of air brake.....																	7	81
Jumping off train in motion.....	1					1											3	6
Attempt to board train in motion.....						1											2	78
Washout.....																	1	11
Bridge give way or destroyed by fire.....																	1	1
Run down by engine or cars at stations or in yards.....	1														3		26	63





No. 5.—COMPARATIVE statement in totals of killed and injured by class of accident between year ending December 31, 1925, and year ending December 31, 1926.

Character of Accidents	1925		1926		Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	10	150	10	149				1
Collision, head-on.....	6	71	15	14	9			57
Collision, rear-end.....	3	36	6	40	3	4		
Collision in yard.....		31	4	57	4	26		
Collision with cars standing foul.....		5						5
Collision at level (diamond) crossing.....		1		1				
Public highway crossing protected by gates.....	1	14	7	26	6	6		
Public highway crossing protected by bell.....	9	50	21	65	12	15		
Public highway crossing protected by watchman.....	1	7	1	9		2		
Public highway crossing unprotected.....	65	318	100	276	35			42
Private crossing.....	8	26	15	31	7	5		
Trespassing.....	97	132	123	113	26			19
Working on or under engine.....	3	232	2	160			1	72
Miscellaneous.....	3	701	6	559	3			142
Adjusting couplers, coupling and uncoupling.....	5	94	8	82	3			12
Run down by engine or car between stations.....	8	5	12	3	4			2
Falling off hand car, motor or velocipede.....	5	177	8	194	3	17		
Hand car, motor or velocipede struck by train.....	9	24	20	30	11	6		
Crawling under cars.....		1						1
Crawling between cars over couplers.....		12	3	3	3			9
Passing between cars between couplers.....	1	3	2	5	1	2		
Struck by car standing foul.....		16	1	12	1			4
Struck by switch stand, water spout, mail crane, etc.	2	24		25		1	2	
Crushed between cars, building, lumber pile, platform, etc.....	1	13	1	9				4
Explosion of locomotive boiler.....		4		3				1
Falling off passenger train.....	2	15	4	7	2			8
Falling off tender while handling coal.....		3		6		3		
Falling off tender while taking water.....		3		2				1
Sideswipe.....		17	2	11	2			6
Riding on pilot or footboard of engine.....	2	51	7	49	5			2
Overhead obstruction.....		2		8		6		
Repairing cars on repair track when moved.....		2						2
Falling off top of car.....	3	41	1	35			2	6
Falling between cars.....	3	8	5	10	2	2		
Application of air brake.....		160		143				17
Jumping off train in motion.....	1	98	8	81	7			17
Attempt to board train in motion.....	2	88	6	78	4			10
Washout.....		7		11		4		
Bridge gave way or destroyed by fire.....		1		1		1		
Run down by engine or car at stations or in yards..	21	75	26	63	5			12
Passing too close around end of string of cars.....				1		1		
Caught in frog, guard rail or switch rod.....		1						1
Caught by engine or car while throwing switch.....		6	1	4	1			2
Falling off side and end ladders of cars.....		31	1	50	1	19		
Falling off car while working hand brake.....	1	91	1	78				13
Handling freight and baggage.....		36		35				1
Loading and unloading O.C.S. material.....		48		51		3		
Staking or poling cars.....		4		1				3
Cars moved while being loaded or unloaded.....				6		6		
Carmen working on or under cars on running track when moved.....				1		1		
Chaining and unchaining cars.....		1		1				
Coupling and uncoupling hose and turning angle cock.....		20	2	27	2	7		
	272	2,955	429	2,620	162	137	5	472

	K.	I.
1925.....	272	2,955
1926.....	429	2,620
Increase.....	157	-
Decrease.....	-	335



No. 6.—COMPARATIVE statement in totals of killed and injured between year ending December 31, 1925, and year ending December 31, 1926

Railway	1925		1926		Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	105	1,633	223	1,434	118			199
Canadian Pacific.....	133	1,126	156	993	23			133
Midland Railway of Manitoba.....		2		1				1
Essex Terminal.....	1	24	2		1			24
Oshawa Railway Company.....				1		1		
Esquimalt & Nanaimo.....		4	2	5	2	1		
Niagara, St. Catharines & Toronto.....	1	5	1					5
Edmonton, Dunvegan & British Columbia.....				1		1		
Hamilton Radial Electric.....	1	8		3			1	5
British Columbia Electric.....	1		2		1			
Fredericton & Grand Lake Coal & Railway.....				1		1		
Hull Electric.....	1	1		1			1	
Napierville Junction.....			1	4	1	4		
Brantford & Hamilton Electric.....	1	3		1			1	2
Quebec Central.....	4	1	3	1			1	
Windsor Essex & Lake Shore.....		2		2				
Grand River.....		8	2	5	2			3
London & Port Stanley.....		8		12		4		
Algoma Eastern.....			1		1			
Kettle Valley.....	1	19	6	9	5			10
Quebec Railway Light & Power.....		5	1	3	1			2
New York Central.....	2	7	1	8		1	1	
Dominion Atlantic.....	2	6	3	4	1			2
Lake Erie & Northern.....		5		3				2
Pere Marquette.....	1	8	1	12		4		
Great Northern.....	1	3	2	13	1	10		
Quebec, Montreal & Southern.....		6		8		2		
Montreal & Southern Counties.....		2	1	10	1	8		
Toronto, Hamilton & Buffalo.....	2	13	1	17		4	1	
Algoma Central & Hudson Bay.....		1		2		1		
Michigan Central.....	13	49	20	66	7	17		
Quebec Oriental.....		1						1
Vancouver, Victoria & Eastern.....		2						2
Atlantic, Quebec & Western.....	1						1	
Maine Central.....	1						1	
Central Vermont.....		2						2
Toronto Suburban.....		1						1
	272	2,955	429	2,620	165	59	8	394
			K.	I.				
1925.....			272	2,955				
1926.....			429	2,620				
Increase.....			157	-				
Decrease.....			-	335				

No. 7.—STATEMENT showing collisions attended by personal injury, investigated during the year ending December 31, 1926

Inv. File	Date	Railway	Place	Killed	Injured
16824	Dec. 7	C.N.R.	Kawene, Ont., M.P. 119-5 Kashabowie Subdivision.....		1
16846	Nov. 27	C.P.R.	Douglas, Man.		4
16896	Nov. 13	C.P.R.	Hatzic, B.C.	2	
16900	Dec. 17	C.N.R.	Halifax, N.S.		1
16902	Dec. 17	C.P.R.	Fort William, Ont.		3
16969	Jan. 1	C.N.R.	Melfort, Sask.	1	
16980	Dec. 11	C.P.R.	Colwyn, Sask.		1
17020	Feb. 10	C.N.R.	Ripley, Ont., 1½ miles north.		2
17037	Jan. 12	C.N.R.	Fort Erie, Ont.	1	
17053	Mar. 5	M.C.R.	Windsor, Ont., yard		2
17060	Mar. 11	C.N.R.	Montreal, Que., Point St. Charles yard.		3
17062	Mar. 19	C.N.R.	Stratford, Ont., roundhouse.		1
17079	Mar. 2	C.N.R.	Todmorden, Ont.		1
17078	Mar. 23	C.N.R.	Ingersoll, Ont.		2
17087	Mar. 17	C.N.R.	Mirror, Alta.		1
17100	April 1	C.P.R.	St. John, N.B., Bay Shore Terminal.		1
17109	Feb. 13	C.N.R.	Emerald Jct., P.E.I.		1
17192	April 22	C.P.R.	Winnipeg, Man.		2
17222	April 26	C.P.R.	St. John, N.B.		2
17226	May 15	C.P.R.	Windsor, Ont., yard.		1
17244	April 12	C.N.R.	Quebec, Que., St. Malo Shops.		1
17273	April 25	C.P.R.	Calgary, Alta., Alyth yard.		1
17284	June 8	C.N.R.	Minaki Subdivision, Man., M.P. 73-2.	6	3
17349	June 28	H.E.R.	Ottawa, Ont., east of Interprovincial Bridge.		1
17380	June 5	C.N.R.	Coldbrook, N.B.		1
17412	May 26	M.C.R.	Montrose, Ont., yard.		1
17423	July 20	C.P.R.	Thamesville, Ont.		1
17435	July 10	C.N.R.	Capreol, Ont., yard.		1
17457	July 7	C.P.R.	Calgary, Alta.		1
17470	July 10	C.P.R.	Three Rivers, Que., yard.		3
17553	July 27	M.C.R.	St. Thomas, Ont.		1
17629	Aug. 7	C.N.R.	Lampman, Sask.		1
17645	Sept. 2	Q.R.L.&P.	Beauport, Que.		2
17650	July 31	C.N.R.	Barrington, Que.		1
17665	Sept. 10	C.N.R.	Montreal, Que., Point St. Charles.		1
17669	Aug. 14	C.P.R.	Tadanac, B.C.		1
17685	Sept. 18	C.P.R.	Kent Bridge, Ont.	4	1
17731	Sept. 3	C.N.R.	Mimico, Ont.		6
17744	Oct. 2	M.C.R.	Amherstburg, Ont.		2
17751	Sept. 23	C.N.R.	Winnipeg, Man.		1
17754	Aug. 16	C.N.R.	Prince Albert, Sask.		2
17758	Sept. 30	C.P.R.	Banff, Alta.		7
17790	July 30	C.N.R.	Rimouski, Que.		1
17797	Sept. 25	C.N.R.	Kipling, Sask.		1
17850	Oct. 28	C.N.R.	Glendyne Subdivision, M.P. 30-91, Que.	5	1
17923	Nov. 14	C.N.R.	Wade, Ont.		1
17952	Oct. 15	C.N.R.	Kelliher, Sask.		4
17977	Nov. 27	C.N.R.	Stupart, Ont.		1
17979	Dec. 15	C.N.R.	Longlac, Ont.		17
17993	Dec. 13	C.N.R.	London, Ont.		1
				19	96



## No. 8.—STATEMENT showing derailments attended by personal injury, investigated during the year ending December 31, 1926

Inv. File	Date	Railway	Place	Killed	Injured
16840	Dec. 6.	C.P.R.	Fort William, Ont.		2
16847	Jan. 5.	C.N.R.	Salt Springs, N.S.		9
16853	Dec. 9.	C.N.R.	Canyon, Ont.		1
16908	Jan. 12.	C.P.R.	Elmstead, Ont.		2
16929	Dec. 23.	C.N.R.	Oke, Alta.		1
16962	Jan. 23.	C.N.R.	Calhouns, N.B.		22
16971	Jan. 23.	D.A.R.	Embree's Siding, M.P. 36.5 Truro Subdivision, N.S.		1
16996	Jan. 15.	C.N.R.	Grand Falls Subdivision, M.P. 82.5 N.B.		1
16998	Feb. 2.	C.P.R.	Ardendale, Ont.		1
17002	Jan. 20.	C.P.R.	Slocan Subdivision, M.P. 5, B.C.	1	3
17004	Feb. 2.	C.N.R.	Drayton, Ont.		1
17050	Mar. 8.	C.N.R.	Baden, Ont.		1
17135	April 13.	C.N.R.	Seaforth, Ont., 1½ miles west.		2
17140	Mar. 24.	C.P.R.	Monarch, Alta.		1
17187	April 27.	C.N.R.	Moulton, Ont.		7
17190	April 29.	C.N.R.	St. Sophie, Que., 15 poles west.	1	
17194	April 17.	C.P.R.	Notukeu, Sask.		1
17218	April 19.	C.N.R.	Cowan Subdivision, M.P. 58, Man.		4
17219	April 6.	C.N.R.	Springhill Subdivision, M.P. 39.4, N.S.		16
17229	May 21.	C.N.R.	Stoney Creek, Ont.	1	13
17241	Mar. 25.	C.N.R.	Rosedale, B.C., M.P., 64 Yale Subdivision.		2
17247	April 18.	C.N.R.	Batiscan Subdivision, M.P., 68, Que.		3
17291	May 4.	C.N.R.	Brazeau Subdivision, M.P. 56.4, Alta.		1
17346	June 4.	C.N.R.	Yale Subdivision, M.P. 11, B.C.		1
17379	June 15.	C.N.R.	Allanford, Ont., 1½ miles south.		2
17396	June 10.	C.N.R.	Asquith, Sask.		1
17443	June 17.	C.P.R.	Nipigon Station, Ont. 3.2 miles west.		1
17503	July 23.	C.N.R.	Myra, Sask. (near).		1
17517	July 16.	C.N.R.	Glen Sandfield, Ont., 1 mile south.		1
17527	July 23.	C.N.R.	Robb, Alta. (near).		1
17592	Aug. 17.	C.N.R.	Tara, Ont., 3 miles south.		4
17593	Aug. 1.	C.P.R.	Essex, Ont.		2
17618	Aug. 7.	C.N.R.	Nichol, B.C.		1
17651	Sept. 5.	K.V.R.	Jessica, B.C. (near).	4	1
17720	Oct. 8.	C.P.R.	Fort William, Ont.		1
17735	Sept. 30.	C.N.R.	Jasper, Alta.	1	
17750	Sept. 17.	C.N.R.	Bissell, Alta.		1
17752	Sept. 16.	C.N.R.	Volmer, Alta.		1
17756	Sept. 16.	C.N.R.	Bruce, Alta.		1
17844	Oct. 18.	C.P.R.	Sidewood, Sask.		5
17847	Nov. 7.	C.N.R.	Fort Frances Subdivision, M.P. 82.5, Ont.		1
17854	Oct. 24.	C.P.R.	Bredenbury Subdivision, M.P. 85, Man.		2
17921	Nov. 23.	M.C.R.	Windsor, Ont.		1
17945	Nov. 18.	C.N.R.	Flaxcombe, Sask., M.P. 148 Oyen Subdivision.		2
17955	Nov. 30.	C.N.R.	Dundas, Ont.	1	
17961	Sept. 3.	C.N.R.	Murray Bay Subdivision, M.P. 75.5, Que.		1
				9	127

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during the year ending December 31, 1926

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of accident	Remarks
18927	27365-30	Dec. 1	11-40 k	C.P.R.	Chater Man., 4th Crossing west.			Unp.	Auto.	Sgle.; r.a. rural; careless.
18930	26711-152	Nov. 26	8-25 k	C.N.R.	Slemons, Ont., Main St.	1		Unp.	Auto.	Dble.; r.a. urban; bldgs; trees; careless.
18934	25493-1	Dec. 13	11-00 p.	C.N.R.	Toronto, Ont., Eastern Ave.			Unp.	Auto.	Dble.; r.a. urban; bldgs; careless.
18945	26727-162	Nov. 26	8-55 p.	C.N.R.	Ottawa, Ont., Carling Ave.	2		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18948	26782-55	Dec. 13	12-05 k.	C.N.R.	Ville St., Pierre, Que., Blue Bonnet's Crossing.	1		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18959	27073-31	Sept. 12	23-10 k.	C.P.R.	Vernon, B.C., Shubert St.	4		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18960	3878-221	Dec. 4	11-13 a.	C.N.R.	Grafton Township, Ont., 1st crossing west.	1		Unp.	Auto.	Dble.; r.a. rural; bldgs; careless.
18965	26782-69	Oct. 27	10-25 a.	C.N.R.	Arundel Township, Ont., Low Rockaway Road.	1		Unp.	Wagon	Sgle.; r.a. rural; h.g.
18986	1774	Dec. 12	8-10 p.	P.M.R.	Leamington, Ont., Erie St.	1		Unp.	Wagon	Sgle.; r.a. rural; h.g.
18987	26842-47	Dec. 28	9-35 a.	M.O.R.	Inwood, Ont., Main St.	1		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18971	31671	Dec. 10	9-25 a.	C.N.R.	St. Thomas, Ont., St. George Ave.	1		Unp.	Truck	Dble.; r.a. urban; bldgs; careless.
18978	26765-164	Dec. 24	10-05 a.	C.N.R.	St. Thomas, Ont., Hughes St.	1		Unp.	Truck	Sgle.; r.a. urban; bldgs; careless.
18982	26529-5	Oct. 16	8-15 p.	C.N.R.	Ladner, B.C., Fairview Road.	1		Unp.	Auto.	Sgle.; r.a. rural; careless.
18984	6032-72	Nov. 16	19-55 k.	E. & N.	Royston, B.C., Cumberland Road.	1		Unp.	Auto.	Sgle.; r.a. rural; bldgs; careless.
18985	33315	Dec. 3	11-25 p.	C.N.R.	New Glasgow, N.S., George St.	1		Gates	Ped.	Sgle.; r.a. rural; bldgs; careless.
18986	27318-16	Nov. 30	4-02 p.	L.E. & N.	Latesville, Ont., mileage 33.8	2		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18987	26727-45	Dec. 19	1-00 a.	C.N.R.	Ingersoll, Ont., Thames St.	2		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18989	11929-45	Dec. 21	1-10 p.	C.N.R.	Port Dover, Ont., Main St.	1		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18993	26711-157	Dec. 18	2-05 p.	C.N.R.	Hamlin, Sask., crossing east of station.	1		Unp.	Auto.	Sgle.; r.a. rural; careless.
18994	618-27	Jan. 2	11-50 a.	C.N.R.	Port Colborne, Ont., Weaver's Crossing.	1		Unp.	Auto.	Sgle.; r.a. rural; careless.
18998	26807-41	Nov. 24	10-00 k.	C.N.R.	Veteran, Alta., 3rd crossing east.	1		Unp.	Truck	Sgle.; r.a. urban; bldgs; careless.
18999	9437-463	Dec. 22	16-30 k.	C.P.R.	Regina, Sask., Winnipeg St.	1		Unp.	Truck	Sgle.; skew; rural; h.g.; careless.
18994	9437-1028	Jan. 14	8-28 p.	C.P.R.	Morse, Sask., 1st crossing west of station.	2		Unp.	Truck	Dble.; r.a. urban; bldgs; careless.
18997	26765-150	Dec. 31	8-15 p.	C.N.R.	Guelph Jct., Ont., Edinborough Road.	3		Unp.	Auto.	Dble.; r.a. urban; bldgs; careless.
18995	27218-39	Dec. 22	4-05 p.	C.N.R.	Niagara Falls, Ont., Victoria Ave.	1		Watch.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18994	12243	Dec. 19	4-35 a.	C.N.R.	Mahone Jct., N.S., 2nd crossing south.	1		Unp.	Auto.	Sgle.; r.a. rural; careless.
18992	27156-93	Dec. 24	7-30 p.	C.N.R.	Montreal, Que., Atwater Ave.	1		Gates	Wagon	Sgle.; r.a. urban; bldgs; careless.
18996	9437-1253	Jan. 22	4-27 p.	C.N.R.	Cabane Ronde, Que., just west of.	3		Unp.	Auto.	Sgle.; r.a. rural; bldgs; careless.
18995	26727-168	Jan. 20	3-50 p.	C.N.R.	London, Ont., Clarence St.	1		Unp.	Auto.	Sgle.; r.a. rural; bldgs; careless.
18996	26727-17	Jan. 29	8-05 p.	C.P.R.	Monklands Station, Ont., Carter's Crossing.	1		Unp.	Auto.	Dble.; r.a. urban.
18997	C. 3025	Jan. 16	21-10 k.	C.N.R.	Guelph, Ont., Queen St.	2		Unp.	Sleigh.	Dble.; r.a. rural; trees.
18970	26711-168	Jan. 15	9-25 a.	C.N.R.	Winnipeg, Man., Pembina Crossing.	1		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18972	27073-32	Dec. 15	17-05 k.	C.P.R.	Dalkoth, Ont., Fraser Crossing.	1		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18973	30212-7	Dec. 15	11-05 k.	C.N.R.	Vernon, B.C., Barnard St.	2		Unp.	Auto.	Sgle.; r.a. rural; trees; careless.
18974	30558	Dec. 14	13-25 p.	C.P.R.	Cheam View, B.C., Mile 55.5 Yale Subdiv.	2		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18977	26765-72	Feb. 5	3-15 p.	C.N.R.	New Westminster, B.C., Brail St.	1		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
18978	9437-1007	Feb. 8	10-25 a.	C.N.R.	Kitchener, Ont., Queen St.	1		Unp.	Wagon	Sgle.; r.a. urban; bldgs; careless.
18987	28300-12	Jan. 19	7-30 p.	C.N.R.	Woodstock, Ont., Wilson St.	1		Gates	Ped.	Sgle.; r.a. urban; bldgs; careless.
18991	27218-45	Dec. 7	6-30 p.	D.A.R.	Digby, N.S., Church St.	1		Unp.	Auto.	Sgle.; r.a. rural; careless.
17003	27802-13	Jan. 26	2-16 p.	T.H. & B.	Sydney, N.S., Prince St.	1		Unp.	Wagon	Sgle.; r.a. rural; careless.
17006	26727-131	Feb. 13	1-54 p.	C.P.R.	Scottdale, Ont., crossing at station.	1		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
17019	26765-46	Feb. 16	7-40 p.	C.N.R.	Walkerville Jct., Ont., west of station.	1		Unp.	Wagon	Sgle.; r.a. rural; careless.
17026	26727-170	Feb. 20	4-25 p.	C.P.R.	Galt, Ont., Main St.	1		Unp.	Auto.	Sgle.; r.a. urban; bldgs; careless.
17028	18413	Feb. 23	4-10 p.	C.N.R.	Yatwa Station, Ont., 1½ miles west.	1		Unp.	Sleigh	Sgle.; r.a. urban; h.g.
17053	26529-4	Jan. 22	4-15 k.	G.N.R.	Ville St. Pierre, Que., Fifth Ave.	1		Unp.	Ped.	Dble.; r.a. urban; careless.
		Jan. 22	4-15 k.	G.N.R.	Vancouver, B.C., Rupert St.	1		Unp.	Ped.	Dble.; r.a. urban; trees; careless.



Feb. 22	10-10 p.	C.N.R.	Montreal, Que., Bridge St.	1	Watch	Ped.	Sdg.; r.a. urban; sdg.; careless.
Feb. 23	12-15 p.	C.N.R.	Montreal, Ont., Peter St.	1	Bell	Sleigh	Sdg.; r.a. urban; careless.
Mar. 17	11-04 p.	L. & P.S.	St. Thomas, Ont., Wellington St.	1	Unp.	Auto.	Sdg.; r.a. urban; bldgs.; careless.
Mar. 27	12-37 p.	C.N.R.	Chatham Station, Ont., Main St.	1	Bell	Auto.	Sdg.; r.a. urban; bldgs.; careless.
Mar. 22	11-00 p.	C.N.R.	Brantford Station, Ont., Main St.	1	Bell	Ped.	Sdg.; r.a. urban; bldgs.; careless.
Mar. 27	11-00 k.	C.N.R.	Amherst, Sask., 1st crossing east.	1	Unp.	Auto.	Sdg.; r.a. rural; careless.
Apr. 7	4-12 p.	C.N.R.	Port Hope, Ont., Dorset Crossing.	1	Unp.	Wagon	Sdg.; r.a. urban.
Apr. 7	5-15 p.	C.N.R.	Napanee, Ont., Selby Road Crossing.	1	Unp.	Auto.	Sdg.; r.a. urban.
Feb. 23	8-25 p.	C.N.R.	Yarmouth, N.S., Barnard St.	1	Unp.	Ped.	Sdg.; r.a. urban; bldgs.; careless.
Feb. 13	8-25 p.	C.N.R.	Campbellton, N.B., Cedar St.	1	Unp.	Sleigh	Sdg.; r.a. urban; bldgs.
Mar. 13	12-30 p.	C.N.R.	Springhill Subdivision, N.S., mileare 2.50.	1	Bell	Auto.	Sdg.; r.a. rural.
Mar. 30	8-40 k.	C.N.R.	Victoria Park Station, Ont., Clifton Hill.	1	Unp.	Wagon	Sdg.; r.a. urban; sdg.; careless.
Apr. 5	8-40 k.	C.N.R.	Kitchener, Ont., Harrow Ave.	1	Unp.	Ped.	Sdg.; r.a. urban; bldgs.
Apr. 4	12-10 a.	C.N.R.	Port Hope, Ont., Harrow Ave.	1	Unp.	Auto.	Sdg.; r.a. urban.
Mar. 11	5-17 p.	A.C. & L.S.	Maitland Station, Ont., Wellington St.	1	Gates	Auto.	Sdg.; r.a. urban; bldgs.
Mar. 30	12-10 a.	C.N.R.	Lake Shore Jet, Ont., Talbot Road.	1	Unp.	Auto.	Sdg.; r.a. urban; bldgs.
Apr. 11	5-14 p.	C.N.R.	Illderton, Ont., Main St.	1	Unp.	Ped.	Sdg.; r.a. rural; careless.
Apr. 16	6-43 p.	C.N.R.	Montreal, Que., Lusignan St.	1	Unp.	Auto.	Sdg.; r.a. rural; careless.
Apr. 21	9-11 a.	C.N.R.	Verreuil, Ont., 1st crossing east.	1	Unp.	Ped.	Sdg.; r.a. rural; careless.
Apr. 17	11-15 k.	C.N.R.	Toronto, Ont., Jones Ave.	1	Unp.	Truck	Sdg.; skew urban; bldgs.; careless.
Apr. 8	14-15 a.	C.N.R.	Lemford, Alta., 1st crossing west.	1	Gates	Truck	Sdg.; r.a. rural; careless.
May 4	11-05 a.	C.N.R.	Rockwood, Ont., 24 miles east.	1	Unp.	Auto.	Sdg.; r.a. rural; sdg.
Apr. 12	10-05 a.	C.N.R.	Novar Station, Ont., 1st crossing west.	1	Unp.	Sleigh	Sdg.; r.a. rural; bldgs.; careless.
Apr. 15	9-27 a.	C.N.R.	Perth Road Station, Ont., 1st east of	1	Unp.	Truck	Sdg.; r.a. rural; trees; careless.
May 11	10-05 p.	C.N.R.	Niagara Falls, Ont., Bridge St.	1	Unp.	Truck	Sdg.; r.a. urban; bldgs.; careless.
Apr. 15	8-50 a.	C.N.R.	Niagara Falls, Ont., Huron St.	1	Unp.	Auto.	Sdg.; r.a. urban; bldgs.; careless.
Apr. 8	1-05 p.	C.N.R.	New Hamburg Station, Ont., Waterloo St.	1	Unp.	Ped.	Sdg.; skew; urban; bldgs.; careless.
May 3	8-00 p.	C.N.R.	L'Epiphanie Station, Que., 1st crossing west.	1	Gates	Ped.	Sdg.; r.a. urban; trees; careless.
May 10	8-50 a.	C.N.R.	Quebec, Que., St. Valier St.	1	Unp.	Truck	Sdg.; r.a. urban; trees; careless.
May 12	6-25 p.	C.N.R.	Lincoln, B.C., Yale Road.	1	Unp.	Truck	Sdg.; r.a. rural; careless.
Mar. 19	11-30 a.	C.N.R.	Essex, Ont., Talbot St.	1	Gates	Ped.	Sdg.; r.a. rural; careless.
May 11	7-56 a.	C.N.R.	Iroquois, Ont., Wilson's Crossing.	1	Unp.	Ped.	Sdg.; r.a. rural; careless.
May 11	12-01 p.	C.N.R.	Montreal, Que., Desourcelles St.	1	Gates	Auto.	Sdg.; r.a. urban; bldgs.
May 4	9-20 a.	C.N.R.	Britannia, Ont., Main St.	1	Gates	Truck	Sdg.; r.a. urban; bldgs.
May 26	10-18 a.	C.N.R.	Mallorytown, Ont., 1st crossing east.	1	Bell	Auto.	Sdg.; r.a. rural; careless.
June 3	11-10 a.	C.N.R.	Elko, B.C., 1st crossing east.	1	Bell	Auto.	Sdg.; r.a. rural; careless.
May 7	11-50 k.	C.N.R.	Chatham, Ont., Lacroix St.	1	Unp.	Auto.	Sdg.; r.a. rural; trees.
May 12	11-35 a.	C.N.R.	Locust Hill, Ont., 1 mile east.	1	Bell	Auto.	Sdg.; r.a. urban; bldgs.; careless.
May 12	6-37 a.	C.N.R.	Montreal, Que., 1st crossing south.	1	Unp.	Auto.	Sdg.; skew; rural; careless.
Apr. 27	7-58 p.	C.N.R.	New Erin, Que., 1st crossing south.	1	Gates	Auto.	Sdg.; r.a. urban; bldgs.; careless.
May 23	14-30 k.	C.N.R.	Twin City, Ont., N. P. 12 Lake Head Division.	1	Unp.	Ped.	Sdg.; r.a. rural; careless.
May 23	3-45 p.	C.N.R.	Ottawa, Ont., Booth St.	1	Unp.	Auto.	Sdg.; r.a. rural; careless.
May 28	6-07 k.	C.N.R.	Drumheller, Alta., M. P. 315.	1	Unp.	Auto.	Sdg.; r.a. rural; careless.
May 28	5-45 p.	C.N.R.	Windsor, Ont., Dougal Ave.	1	Unp.	Auto.	Sdg.; r.a. urban; sdg.; careless.
May 28	5-45 p.	C.N.R.	Chatham, Ont., 3 miles west.	1	Unp.	Auto.	Sdg.; skew; urban; sdg.; careless.
May 28	12-27 p.	C.N.R.	Coartland Station, Ont.	2	Unp.	Auto.	Sdg.; r.a. urban; careless.
May 28	8-42 p.	C.N.R.	London, Ont., Nelson St.	2	Bell	Truck	Sdg.; r.a. urban; sdg.
Apr. 29	7-15 p.	L. & P.S.	Woodtown, Ont., 2nd crossing north of station.	5	Unp.	Auto.	Sdg.; r.a. urban; bldgs.
May 21	1-40 p.	C.N.R.	Springfield, Ont., 3 miles east.	1	Unp.	Auto.	Sdg.; r.a. rural; careless.
May 21	12-09 p.	C.N.R.	St. Thomas, Ont., Balachlava St.	1	Unp.	Auto.	Sdg.; r.a. urban; careless.
May 25	7-33 p.	C.N.R.	Corinth, Ont., 1st crossing east.	1	Bell	Auto.	Sdg.; r.a. rural; sdg.
May 25	7-33 p.	C.N.R.	Strathroy, Ont., Caradoc St.	1	Unp.	Auto.	Sdg.; r.a. rural; bldgs.; trees.
May 21	8-14 p.	C.N.R.	London, Ont., Egerton St.	1	Unp.	Auto.	Sdg.; r.a. urban; bldgs.; careless.
May 10	11-30 p.	C.N.R.	Lombour, Ont., William St.	2	Unp.	M. Bus	Sdg.; r.a. urban; sdgs.
May 19	5-58 p.	C.N.R.	Lancaster, Ont., 1st crossing east of station	2	Bell	Auto.	Sdg.; r.a. urban; bldgs.; careless.
May 31	17-09 p.	C.N.R.	Scott, Sask., 1st crossing west.	1	Unp.	Truck	Sdg.; r.a. urban; careless.

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during the year ending December 31, 1926—*Continued*

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protection	Class of accident	Remarks
17347	26727-3	June 22	9-45 a.	C.P.R.	Mountain Station, Ont., east of.				Truck	Dbles.; r.a. rural; trees.
17350	9437-569	July 3	10-15 a.	C.N.R.	Collins Bay, Ont., Catarqui Crossing.	3	1	Unp.	Auto.	Dbles.; r.a. rural; bldgs.
17353	17156-94	June 2	6-10 p.	C.P.R.	Hudson, Que., 1st crossing east.			Unp.	M. cycle	Sgle.; r.a. rural; carelless.
17354	26727-180	June 24	7-20 p.	C.P.R.	Smithfield, Ont., at station.	1	2	Unp.	Auto.	Dbles.; r.a. rural; carelless.
17355	9437-887	May 31	4-07 p.	C.P.R.	Lynden Station, Ont., east of.			Unp.	Auto.	Dbles.; r.a. rural; bldgs.; carelless.
17356	9437-1246	May 24	10-45 a.	B. & H.E.	McNiven's Side Road, Station 7, Ont.		1	Unp.	Wagon	Sgle.; r.a. rural; h.g.
17359	26727-176	June 11	7-55 p.	C.P.R.	Orton Station, Ont., 2 miles north.		1	Unp.	Auto.	Sgle.; r.a. rural; carelless.
17360	26727-177	June 23	4-25 p.	C.P.R.	Woodbridge Station, Ont., 2 miles north.		1	Unp.	Auto.	Sgle.; r.a. rural; carelless.
17361	27401-30	June 22	7-30 p.	C.N.R.	West St. John Subdivision, M.P. 98, N.B.	3	2	Unp.	Auto.	Dbles.; r.a. urban; carelless.
17362	27401-31	June 25	11-20 a.	C.P.R.	Harnsworth, Man., 2nd crossing east.		2	Unp.	Auto.	Sgle.; r.a. rural; trees; carelless.
17365	26744-41	June 22	21-47 k.	C.P.R.	Harnsworth, Man., 2nd crossing east.		1	Unp.	Auto.	Sgle.; r.a. urban; stn.; carelless.
17372	22262-13	June 26	11-35 k.	C.P.R.	Agincourt Station, Ont., 2-4 miles west.	2	3	Unp.	Auto.	Sgle.; r.a. rural; stn.; h.g.
17373	26765-75	June 17	7-45 a.	C.N.R.	St. Boniface, Que., 1st crossing west.	2	2	Unp.	Truck	Sgle.; r.a. rural; h.g.; carelless.
17381	27218-52	June 17	1-05 a.	C.N.R.	Afton, N.S., crossing at station.		1	Unp.	Auto	Dbles.; r.a. rural; carelless.
17382	27218-53	June 4	8-50 a.	C.N.R.	Belleville, Ont., 24 miles east.		1	Unp.	Truck	Sgle.; r.a. urban; bldgs.; sdgs.; carelless.
17385	26711-166	June 28	8-00 a.	C.N.R.	Malton, Ont., 24 miles east.		1	Unp.	Auto.	Sgle.; r.a. rural; carelless.
17386	26727-179	June 22	12-34 p.	C.N.R.	Chatsworth Station, Ont., 2-8 miles south.		1	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; carelless.
17387	27218-54	June 17	3-58 p.	C.N.R.	Amherst, N.S., Spring St.		1	Unp.	Auto.	Sgle.; r.a. rural; sug.; trees; carelless.
17389	27156-47	July 10	11-05 a.	C.N.R.	Hull, Que., Aylmer Road.	1		Unp.	Pod.	Sgle.; r.a. urban; bldgs.; carelless.
17391	26765-26	July 12	9-55 a.	C.N.R.	Casselman Station, Ont., 2nd crossing east.		5	Unp.	Wagon	Dbles.; r.a. rural; sug.; trees; carelless.
17392	26765-107	July 10	9-55 a.	C.N.R.	Eastwood, Ont., Governor's Road.		3	Unp.	Auto.	Sgle.; r.a. rural; carelless.
17393	26711-167	July 27	6-25 p.	C.N.R.	Allenford, Ont., 1st crossing north.		3	Unp.	Auto.	Sgle.; r.a. rural; carelless.
17394	26711-168	June 22	6-20 p.	C.N.R.	Burks Falls, Ont., Cars Crossing.		1	Unp.	Truck	Sgle.; skew; urban; bldgs.; carelless.
17395	30213-8	May 22	9-38 k.	C.N.R.	Kamloops, B.C., Lorne St.		1	Unp.	Auto.	Dbles.; r.a. rural; bldgs.; sdg.
17403	30213-99	July 17	12-55 p.	C.N.R.	Ernestown Station, Ont., 300 feet east.	1		Unp.	Wagon	Dbles.; r.a. urban; bldgs.
17404	11437-1	July 17	5-30 p.	M.C.R.	Elginville, Ont., King St.		1	Unp.	Auto.	Dbles.; r.a. urban; bldgs.
17411	32764-160	July 20	5-35 p.	C.P.R.	Preston, Ont., Prince and King Sts.		1	Unp.	Pod.	Dbles.; r.a. urban; bldgs.; carelless.
17412	26175-74	July 15	11-45 p.	C.N.R.	Chatham, Ont., Macdon St.		1	Unp.	Wagon	Dbles.; r.a. urban; bldg.; sdg.
17413	26175-74	July 15	11-45 p.	C.N.R.	Lyndon Station, B.C., 2nd crossing east.		1	Unp.	Truck	Sgle.; r.a. urban; sdg.; carelless.
17415	27073-34	May 22	10-02 p.	C.N.R.	London, Ont., Simcoe St.		1	Unp.	Auto.	Dbles.; r.a. rural; trees; carelless.
17417	32778-1	July 27	11-03 a.	L. & P. S.	Pike Creek Station, Ont., 1st crossing east.		1	Unp.	Auto.	Dbles.; r.a. urban; carelless.
17418	26711-173	June 20	10-10 a.	C.N.R.	Toronto, Ont., Chant Ave.		3	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; trees; carelless.
17419	9437-589	July 15	4-24 p.	C.N.R.	Bois Blanc, Ont., 1st crossing at.		1	Unp.	Truck.	Sgle.; r.a. rural; trees; carelless.
17422	26711-172	July 16	4-40 p.	C.N.R.	Bois Blanc, Ont., 1st crossing east.		1	Unp.	Auto.	Sgle.; r.a. rural; trees; carelless.
17425	26782-77	July 12	10-00 a.	C.N.R.	Holland Landing, Ont., 2nd crossing north.		4	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; carelless.
17428	26765-87	July 9	8-40 a.	C.N.R.	Morden Station, Ont., crossing at.		1	Unp.	Auto.	Sgle.; r.a. rural; sdg.; carelless.
17429	26711-170	July 9	8-06 a.	C.N.R.	Chicoutimi, Que., Dolage St.		1	Unp.	Auto.	Dbles.; r.a. rural; sdg.; carelless.
17430	26782-76	June 24	8-06 a.	C.N.R.	Parham Station, Que., 1-3 miles north.		1	Unp.	Auto.	Sgle.; r.a. urban; carelless.
17441	27156-11	June 19	2-50 p.	C.P.R.	Frank Alta, 1st crossing west.	1		Unp.	Auto.	Sgle.; r.a. rural; carelless.
17440	34557	July 1	15-45 k.	C.P.R.	Champion, Alta., 1st crossing east.		1	Unp.	Auto.	Sgle.; r.a. rural; carelless.
17441	9355-68	July 28	14-45 k.	C.P.R.	Simcoe, Ont., Victoria Yard.		1	Unp.	Truck.	Sgle.; r.a. urban; bldgs.; carelless.
17455	27318-7	July 24	11-55 a.	L.E. & N.	Carmichael, Sask., 1st crossing east.		3	Unp.	Truck.	Sgle.; r.a. rural; sdgs.; carelless.
17458	26807-43	July 4	13-45 k.	C.N.R.	Golf Links Station, Ont., Alexandria St. West.		1	Unp.	Truck	Dbles.; r.a. urban; trees; h.g.; carelless.
17465	26811-171	July 22	3-20 p.	C.N.R.	St. Johns, Que., Bouthillier St.		1	Unp.	Auto.	Dbles.; r.a. urban; sdg.; trees;
17473	26782-59	July 9	1-00 p.	C.N.R.	Portage la Prairie, Man., 5th crossing west.		1	Unp.	Auto.	Dbles.; skew; rural carelless.
17475	27365-31	July 15	15-45 k.	C.P.R.	Racey Station, Que., 2nd crossing east.		1	Unp.	Auto.	Sgle.; r.a. rural; trees; carelless.
17476	27156-95	July 2	2-15 p.	C.P.R.	Racey Station, Que., 2nd crossing east.		1	Unp.	Auto.	Sgle.; r.a. rural; trees; carelless.



17481	126744-43	July 24	23 32 E.	C.N.R.	Portage la Paire, Man., 1 mile east.	Unp.	Auto.	Sgle.; skew; rural; careles.
17482	C 4903	July 16	24-12 E.	C.N.R.	Portage la Paire, Man., Main St.	Unp.	Ped.	Dbile.; r.a. urban; sdg. careles.
17483	9437-18	Aug. 5	10-50 S.	C.N.R.	Killias Bay, Ont., Napier St. Crossing.	Unp.	Buggy	Sgle.; skew; urban.
17485	26777-181	July 28	9-30 S.	C.N.R.	Belleville, Ont., Napier St. Crossing.	Unp.	Auto.	Sgle.; r.a. rural; h.g.
17498	26771-10	Aug. 2	10-02	C.N.R.	St. Bonifacius, Ont., Richmond Road.	Unp.	Auto.	Sgle.; r.a. rural; careles.
17501	24178	July 26	24-20 E.	C.N.R.	St. Bonifacius, Ont., Richmond St.	Unp.	Ped.	Sgle.; r.a. urban; sdg.; careles.
17506	21779	Aug. 31	9-50 D.	C.N.R.	Montreal, Ont., Bellefleur St.	Gates.	Auto.	Sgle.; r.a. rural; careles.
17508	26711-173	July 14	7-18 E.	C.N.R.	Tweed, Ont., Bellefleur St.	Unp.	Auto.	Sgle.; r.a. rural; sdg.; careles.
17516	9437-1262	July 14	21-20 E.	C.N.R.	Nassau, B.C., Canon road.	Unp.	Auto.	Sgle.; r.a. rural; h.g.
17519	27086-13	Aug. 14	9-25 D.	H.R.E.	Hamilton, Ont., Barton St. and Birch Ave.	Unp.	Auto.	Sgle.; r.a. rural; h.g.
17521	30124-11	Aug. 4	6-47 A.	L. & P.S.	Glanworth, Ont., Argyle St.	Unp.	Auto.	Sgle.; r.a. rural; h.g.
17522	30194-9	Aug. 2	7-35 A.	L. & P.S.	Clawson, Ont., Main St.	Unp.	Auto.	Sgle.; r.a. rural; h.g.
17524	26711-174	Aug. 3	1-00 D.	C.N.R.	Vanier, Ont., Main St.	Unp.	Auto.	Sgle.; r.a. rural; h.g.
17529	27330-9	July 29	6-30 A.	C.N.R.	Vanier, B.C., Main St.	Unp.	Auto.	Sgle.; r.a. rural; h.g.
17534	27487-18	Aug. 8	2-10 A.	C.N.R.	Saskatoon, Sask., Plymouth St.	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; careles.
17536	15552-9	Aug. 3	16-30 E.	C.N.R.	Revelstoke, B.C., King St.	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; careles.
17537	9437-1086	July 25	15-30 E.	C.N.R.	Revelstoke, B.C., King St.	Unp.	Auto.	Sgle.; r.a. urban; bldgs.; careles.
17538	26773-35	July 27	15-30 E.	C.N.R.	St. Hubert, Que., Chabry road.	Unp.	Ped.	Sgle.; r.a. rural; careles.
17540	26787-82	Aug. 4	1-05 D.	C.N.R.	Drumbo, Ont., east of station.	Unp.	Auto.	Sgle.; skew; rural; trees.
17545	26782-23	Aug. 6	2-30 D.	C.N.R.	Charlebourg, Que., road crossing.	M. Bus.	Auto.	Sgle.; r.a. urban; bldgs. careles.
17546	15243-7	Aug. 12	7-31 E.	C.N.R.	Chamont, Sask., St. Charles St.	Unp.	Auto.	Sgle.; r.a. rural; careles.
17547	26807-2	Aug. 5	12-33 E.	C.N.R.	Chamont, Sask., 1st crossing south.	Unp.	Auto.	Sgle.; r.a. rural; careles.
17554	26807-44	July 25	24-55 E.	C.N.R.	Saskatoon, Sask., Victoria Ave., C.	Unp.	Ped.	Dbile.; r.a. urban; bldgs.
17574	27156-40	July 22	7-05 A.	C.N.R.	Quebec, Que., Marie Innovation St.	Unp.	Wagon.	Sgle.; r.a. rural; bldgs.; careles.
17575	26782-81	July 23	12-15 A.	C.N.R.	Princeville, Que., New Government crossing.	Unp.	Ped.	Sgle.; r.a. rural; bldgs.; careles.
17577	26711-175	Aug. 20	7-45 D.	C.N.R.	New Lowell South, Ont., 3rd crossing south.	Unp.	Auto.	Dbile.; r.a. urban; bldgs.; careles.
17605	22542-38	Aug. 31	9-45 D.	L. & P.S.	St. Thomas, Ont., Elm St.	Unp.	Wagon.	Dbile.; r.a. urban; bldgs.
17608	30598	Aug. 20	12-43 D.	C.N.R.	Riversdale, Ont., Queen St.	Unp.	Auto.	Sgle.; skew; urban; bldgs.; sdg.; trees; careles.
17609	9437-753	Sept. 11	18-50 E.	C.N.R.	Penticton, B.C., Winnipeg St.	Unp.	Auto.	Sgle.; r.a. rural; trees; careles.
17617	26037-1	June 18	10-20 E.	K.V.R.	South Vancouver, B.C., Dominion Mills Cross.	Unp.	Wagon.	Sgle.; r.a. rural; trees; careles.
17630	30762-69	Sept. 10	18-45 E.	C.N.R.	Fergus, Ont., Johnston St.	Unp.	Auto.	Dbile.; r.a. urban; bldgs.; trees; careles.
17632	26842-53	Aug. 14	4-40 D.	C.N.R.	Amherst, Ont., Town Line Crossing.	Unp.	Auto.	Dbile.; r.a. urban; bldgs.; careles.
17643	27802-3	Sept. 13	12-28 D.	M.C.R.	Hamilton, Ont., Main St. E. & Gage Ave.	Unp.	Truck.	Sgle.; r.a. rural; bldgs.; careles.
17649	26782-85	Aug. 14	2-10 D.	C.N.R.	St. Julie, Que., 400 feet east.	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careles.
17657	9437-80	Sept. 24	6-30 P.	C.N.R.	Weston, Ont., Dominion Ave.	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careles.
17666	26771-29	Sept. 4	7-15 A.	C.N.R.	Boston, Ont., north of station.	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careles.
17667	26771-29	Aug. 2	8-24 A.	C.N.R.	Guelph, Ont., east of station.	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careles.
17678	26771-17	Aug. 15	6-55 D.	C.N.R.	Petauwa, Ont., east of station.	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careles.
17680	27682-6	Aug. 15	10-20 D.	C.N.R.	St. Thomas, Ont., Sackville St.	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careles.
17682	26772-183	Sept. 15	4-17 D.	C.N.R.	Headon, Que., Gibson's Crossing.	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careles.
17686	26765-207	Aug. 25	2-05 P.	C.N.R.	Essex Station, Ont., 1st crossing south.	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careles.
17689	26771-68	Sept. 9	10-12 A.	C.N.R.	Port Colborne, Ont., King's Road.	Unp.	Auto.	Sgle.; r.a. rural; h.g.; careles.
17692	26842-55	Sept. 9	5-25 D.	C.N.R.	Welland, Ont., 1st crossing west.	Unp.	Auto.	Sgle.; r.a. rural; careles.
17694	3678-308	Sept. 2	6-38 D.	M.C.R.	Bellville Station, Ont., west of bridge.	Unp.	Ped.	Sgle.; r.a. rural; careles.
17696	9437-1141	Oct. 10	12-02 D.	C.N.R.	Oriskany Station, Ont., west of bridge.	Unp.	Buggy.	Sgle.; r.a. rural; careles.
17703	27487-141	Aug. 30	8-50 D.	C.N.R.	Oriskany Station, Ont., west of bridge.	Unp.	Truck.	Sgle.; r.a. rural; careles.
17704	27487-141	Oct. 10	16-00 E.	C.N.R.	Oriskany Station, Ont., west of bridge.	Unp.	Truck.	Sgle.; r.a. rural; careles.
17710	15251-7	Aug. 9	6-50 E.	C.N.R.	Oriskany Station, Ont., west of bridge.	Unp.	Truck.	Sgle.; r.a. rural; careles.
17713	26842-58	Oct. 13	13-25 E.	C.N.R.	Oriskany Station, Ont., west of bridge.	Unp.	Truck.	Sgle.; r.a. rural; careles.
17714	20722	Sept. 18	9-45 A.	P.M.R.	Oriskany Station, Ont., west of bridge.	Unp.	Truck.	Sgle.; r.a. rural; careles.
17715	26802-4	Sept. 15	1-15 A.	M.C.R.	Oriskany Station, Ont., west of bridge.	Unp.	Truck.	Sgle.; r.a. rural; careles.
17717	26711-188	Sept. 14	1-11 A.	M.C.R.	Oriskany Station, Ont., west of bridge.	Unp.	Truck.	Sgle.; r.a. rural; careles.
17718	26765-259	Sept. 10	4-50 E.	C.N.R.	Oriskany Station, Ont., west of bridge.	Unp.	Truck.	Sgle.; r.a. rural; careles.
17721	26711-32	Sept. 6	2-10 E.	C.N.R.	Oriskany Station, Ont., west of bridge.	Unp.	Truck.	Sgle.; r.a. rural; careles.
7 722	26727-185	Aug. 16	7-00 D.	C.P.R.	Oriskany Station, Ont., west of bridge.	Unp.	Bicycle.	Sgle.; r.a. rural; careles.

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury, investigated during the year ending December 31, 1926—*Concluded*

Inv. File	Board File	Date	Time	Railway	Place	K.	I.	Protec- tion	Class of accident	Remarks
17767 30394		Oct. 5	3:50 p.	C.N.R.	Port Credit, Ont., 3rd crossing east.	1		Unp.	Ped.	Dble.; r.a. urban; careless.
17758 26732-86		Oct. 8	8:15 p.	C.N.R.	Ayrness, Que., 2nd crossing east.		1	Unp.	Truck.	Sgle.; r.a. rural; careless.
17732 26744		Oct. 9	20:30 k.	C.N.R.	Brandon, Man., Sixth St.		1	Unp.	Auto.	Sgle.; r.a. urban; sdgs.; careless.
17733 26767-40		Sept. 28	7:30 k.	C.N.R.	Saskatoon, Sask., Lorne Ave.		1	Unp.	Auto.	Sgle.; r.a. urban; careless.
17737 26711-178		Sept. 5	2:10 p.	C.N.R.	Gravenhurst, Ont., Philip St.		1	Unp.	Ped.	Sgle.; r.a. rural; careless.
17738 C 4749		Sept. 28	7:00 p.	C.N.R.	Stratroy, Ont., McCall St.		1	Unp.	Ped.	Double; r.a. urban.
17739 26711-179		Sept. 13	7:08 a.	C.N.R.	Stratroy Station, Ont.			Unp.	Auto.	Sgle.; r.a. rural; careless.
17740 26842-57		Sept. 29	8:55 p.	M.C.R.	Stamford, Ont., at station.		1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17741 9437-941		Oct. 4	8:25 a.	M.C.R.	Victoria Park, Ont., Clifton Hill.		1	Unp.	Ped.	Dble.; r.a. urban; careless.
17742 27802-3		Oct. 2	4:05 a.	T.H. & B.	Hamilton, Ont., Main St. E. & Gage Ave.		1	Unp.	Auto.	Sgle.; r.a. rural; sdgs.; careless.
17747 26807-46		Sept. 13	11:01 a.	C.P.R.	Windsor, Ont., 1st crossing east.	2		Unp.	Auto.	Sgle.; r.a. rural; sdgs.; careless.
17757 26807-46		Sept. 13	7:05 p.	C.P.R.	Cooksville, Ont., Dundas St.	2		Unp.	Auto.	Sgle.; r.a. rural; sdgs.; careless.
17763 9437-804		Sept. 29	11:10 p.	T.H. & B.	Barrie, Ont., Burford Road.		1	Unp.	Truck.	Dble.; r.a. urban; careless.
17764 27802-14		Sept. 16	10:00 p.	T.H. & B.	Pennock Station, Ont., 1st crossing east.		1	Unp.	Buggy.	Sgle.; r.a. rural; careless.
17766 27401-33		Aug. 28	11:05 a.	C.N.R.	Windsor, N.B., 2 1/2 miles north.		1	Unp.	Auto.	Sgle.; r.a. urban; careless.
17767 33229-19		Aug. 5	6:43 a.	C.N.R.	Goose Lake, N.B., 2 1/2 miles north.		1	Unp.	Auto.	Sgle.; r.a. rural; sdg. careless.
17769 27218-56		Aug. 28	11:30 a.	C.N.R.	Bamfield, N.S., at station.	1		Unp.	Auto.	Sgle.; r.a. rural; sdgs.; h.g., careless.
17772 33229-21		Sept. 9	9:25 p.	C.N.R.	Woods Lake, N.B., at station.		2	Unp.	Auto.	Sgle.; r.a. rural; sdgs.; careless.
17778 27401-15		July 26	11:05 a.	C.N.R.	Milltown, N.B., King St.		2	Unp.	Auto.	Sgle.; r.a. urban; sdgs.; careless.
17786 C 4838		Sept. 30	7:15 p.	C.P.R.	Blyth, Ont., mileage 95 3/4 H. & G. Subdiv.		1	Unp.	Truck.	Sgle.; r.a. rural; careless.
17787 26727-55		Oct. 9	9:10 a.	C.P.R.	Toronto, Ont., Forth St.		1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17806 9437-828		Oct. 9	7:40 p.	P.M.R.	Blenheim Station, Ont., Gravel road.		1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17807 26727-187		Oct. 12	11:28 a.	C.P.R.	Cumlin Station, Ont., 1 1/2 miles east.	2		Unp.	Truck.	Sgle.; r.a. rural; careless.
17808 26711-182		Sept. 8	2:40 p.	C.N.R.	Frankford, Ont., Penitence Crossing.		2	Unp.	Truck.	Sgle.; r.a. urban; sdgs.; trees.
17810 26711-181		Sept. 15	3:55 p.	C.N.R.	Smithfield, Ont., Choose Factory crossing.		1	Unp.	Auto.	Sgle.; r.a. rural; sdgs.; careless.
17811 26765-187		Oct. 9	10:10 p.	G.R.R.	Lindsay, Ont., Lindsay St.		2	Unp.	Truck.	Sgle.; r.a. urban; sdgs.; careless.
17812 29690-13		Sept. 30	7:40 p.	G.R.R.	Kitchener, Ont., Theresa St.		2	Unp.	Truck.	Sgle.; r.a. urban; sdgs.; careless.
17813 26765-205		Sept. 24	6:37 p.	C.N.R.	Lancaster, Ont., Main St.		1	Unp.	Auto.	Dble.; r.a. rural; sdgs.; careless.
17814 26727-31		Sept. 17	4:25 p.	C.N.R.	Agincourt, Ont., Kennedy road.		1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17815 9437-217		Oct. 21	10:15 a.	C.N.R.	Beeton, Ont., 1st crossing south.		1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17817 33229-20		Sept. 28	10:45 a.	C.N.R.	Douett's Crossing, M.P. 121 Bathurst Subdiv.	2		Unp.	Auto.	Sgle.; r.a. rural; careless.
17818 26744-35		Oct. 16	15:23 k.	C.N.R.	Sifton, Man., 1st crossing west.		1	Unp.	Ped.	Sgle.; r.a. rural; careless.
17709 18903-151		Oct. 19	9:55 k.	E.D. & B.C.	Alcomdale, Alta., 1st crossing northwest.		1	Unp.	Auto.	Sgle.; r.a. rural; sdgs.; trees; careless.
17760 26711-180		Sept. 28	4:03 p.	C.N.R.	Harrison, Ont., north of crossing.		1	Unp.	Auto.	Sgle.; r.a. urban; sdgs.; careless.
17820 33229-23		Sept. 28	11:55 p.	C.N.R.	Charlo, N.B., 1st crossing north.		1	Unp.	Auto.	Sgle.; r.a. rural; sdgs.; careless.
17822 26711-183		Oct. 13	3:55 p.	C.N.R.	Perry Sound, Ont., Cascade St.		1	Unp.	Auto.	Sgle.; r.a. urban; sdgs.; careless.
17823 27467-51		Oct. 21	14:09 k.	C.N.R.	Lloydminster Station, Alta., 2nd crossing east.		1	Unp.	Auto.	Sgle.; r.a. urban; sdgs.; careless.
17829 27218-57		Oct. 2	5:20 p.	C.N.R.	Chester, N.S., 1st crossing east.	3		Unp.	Buggy.	Sgle.; r.a. urban; sdgs.; careless.
17833 27156-98		Oct. 19	1:24 p.	C.N.R.	St. Clet Station, Que., 1st crossing east.		2	Unp.	Auto.	Sgle.; r.a. rural; sdgs.; careless.
17841 27467-50		Oct. 3	12:30 k.	C.N.R.	Saskatoon, Sask., Taylor St.		2	Unp.	Auto.	Sgle.; r.a. rural; sdgs.; careless.
17853 26782-19		Oct. 26	10:05 a.	C.N.R.	Pointe aux Trembles, Que., Broadway Ave.		4	Unp.	Auto.	Sgle.; r.a. urban; sdgs.; careless.
17857 9437-430		Oct. 16	8:10 p.	C.N.R.	Ridgeway, Ont., Ridge St.		3	Unp.	Truck.	Sgle.; r.a. urban; sdgs.; careless.
17858 26711-153		Oct. 26	8:00 a.	C.N.R.	Guelph Junction, Ont., Kitchener Crossing.		3	Unp.	Auto.	Sgle.; r.a. rural; sdgs.; careless.
17860 26727-188		Oct. 27	2:25 p.	C.N.R.	Milton Station, Ont., 1st crossing east.		3	Unp.	Auto.	Sgle.; r.a. rural; sdgs.; careless.
17861 26727-189		Nov. 14	11:50 a.	C.P.R.	Cobden, Ont., Main St.		2	Unp.	Auto.	Sgle.; r.a. urban; sdgs.; careless.
17862 27156-99		Oct. 14	5:00 p.	C.P.R.	Rock Forest, Que., 2-3 miles east.		2	Unp.	Auto.	Sgle.; r.a. rural; careless.
17863 26727-186		Sept. 17	5:05 p.	C.P.R.	Brigham, Que., south of station.		1	Unp.	Buggy.	Sgle.; r.a. rural; careless.



17865	27155-47	Sept. 14	5 23 p.	C.P.R.	Mcguintie Station, Que., west of	1	Unp.	Auto.	Sgle.; r.a. urban; bldgs.
17870	9437-700	Sept. 19	12 25 a.	C.P.R.	Champlainville, Ont., Guelp road.	2	Bell.	Auto.	Sgle.; r.a. urban; bldgs.; careless.
17871	2677-180	Oct. 30	12 25 p.	C.P.R.	Lisgar, Ont., 1 1/2 miles east of	1	Unp.	Auto.	Sgle.; r.a. rural; trees; careless.
17877	30213-3	Oct. 16	10 25 k.	C.N.V.	Colwood Station, W.C., 1st crossing east.	1	Unp.	Auto.	Sgle.; r.a. rural; trees; careless.
17878	26752-8	Oct. 13	22 10 k.	C.N.V.	Wellington, B.C., Wellington road.	1	Unp.	Auto.	Sgle.; urban; careless.
17878	26727-114	Oct. 22	7 55 p.	C.P.R.	Wellington, B.C., Wellington road.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17888	36842-58	Nov. 5	7 50 p.	C.P.R.	Air Line Crossing, Ont., 1st crossing west	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17889	20722-59	Nov. 12	2 45 p.	C.P.R.	Chatham, Ont., West St.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17892	36842-59	Nov. 12	10 30 a.	C.P.R.	Essex, Ont., Wilson Ave.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17903	37467-52	Nov. 12	8 42 k.	C.N.R.	Dulmen, Sask., east of station.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17909	26782-61	Nov. 14	10 20 p.	C.N.R.	Joliette, Que., Standard Line crossing.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17910	2921-148	Nov. 25	15 15 k.	C.N.R.	Ausk Station, Sask., 1st crossing east.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17911	C. 4610	Nov. 16	4 18 p.	C.N.R.	Wilbury, Ont., Queen St.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17917	30124-12	Nov. 3	4 23 p.	C.N.R.	Westminster Crossing, Stop No. 4, Ont.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17917	8457-1381	Nov. 1	4 30 p.	C.N.R.	Woodstock, Ont., Ingersoll Road.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17918	9437-1177	Nov. 9	15 15 k.	C.N.R.	London, Ont., Adelaide Street.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17919	9437-1177	Nov. 13	15 58 k.	C.N.R.	Calgary, Alta., 8th Street.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17924	9437-1093	Nov. 27	7 35 p.	C.N.R.	Ford City, Ont., Fillette Road.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17931	7086	Nov. 22	6 40 p.	C.N.R.	Leamouth, Ont., crossing west of	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17933	26711-184	Oct. 24	7 15 p.	C.N.R.	Niagara Falls, Ont., Hamilton Highway	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17936	26782-87	Nov. 5	17 35 p.	C.N.R.	Fort William, Ont., Duncan Street.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17938	26807-41	Oct. 15	17 35 p.	C.N.R.	Islet, Que., 1st crossing east.	1	Unp.	Auto.	Sgle.; r.a. rural; careless.
17944	26782-86	Oct. 24	12 05 p.	C.N.R.	Regina, Sask., Winnipeg Street.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17948	26711-185	Nov. 1	5 00 p.	C.N.R.	St. Piscal, Que., 1st crossing west station.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17951	30012	Nov. 11	2 30 p.	C.N.R.	Owen Sound, Ont., 14th Street.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17951	30012	Nov. 11	1 20 a.	C.N.R.	Undersy, Ont., Durham Street.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17953	12924-56	Nov. 8	11 30 k.	C.N.R.	Oshawa, Ont., Olive Ave.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17954	26786-25	Nov. 16	16 50 k.	C.N.R.	Edmonton, Alta., 200 feet north of station.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17956	26711-185	Nov. 25	5 08 p.	C.N.R.	Edmonton, Alta., 18th Ave. and 121st Street.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17957	257	Nov. 23	8 35 a.	C.N.R.	Woodstock, Ont., 1 mile north of station.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17957	3878-45	Nov. 13	3 57 p.	C.N.R.	Tyrone, Ont., Seugog Road.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17971	16419-39	Dec. 10	3 56 p.	C.N.R.	Ottawa, Ont., Lebreton Street.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17972	26842-60	Dec. 3	10 31 p.	C.N.R.	Villa Nova, Ont., 1st crossing east.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17973	9437-1120	Dec. 3	10 25 p.	C.N.R.	Chatham, Ont., Grand Ave.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17974	26842-12	Nov. 27	3 03 p.	C.N.R.	Maldstone, Ont., east of station.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17982	26765-71	Nov. 27	8 30 p.	C.N.R.	Kitchener, Ont., Lancaster Street.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17980	26727-106	Nov. 30	1 40 k.	C.N.R.	Keele, Ont., 1st crossing west of station.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17982	26711-187	Nov. 30	9 48 a.	C.N.R.	Malton Station, Ont., 1st crossing east.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17985	9437-186	Nov. 26	1 40 k.	C.N.R.	Georgetown, Ont., Allan's Road.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17985	27811-34	Dec. 2	11 35 k.	C.N.R.	Oroville, Alta., south of station.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17987	27811-33	Dec. 13	10 33 p.	C.N.R.	Millet, Alta., 2nd crossing south.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
17989	26782-89	Nov. 11	3 10 a.	C.N.R.	Barrington, Que., 1st crossing east.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
18000	26782-89	Nov. 16	3 10 a.	C.N.R.	St. Cyrille, Que., 2 miles west of	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
18007	26782-90	Dec. 7	4 13 p.	C.N.R.	St. Leonard Station, Que., west of	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.
18009	28009	Nov. 29	4 13 p.	C.N.R.	Quebec, Que., Dorchester Street.	1	Unp.	Auto.	Sgle.; r.a. rural; bldgs.; careless.

## EXPLANATIONS OF ABBREVIATIONS

Unp.	Sldg.
Watch	Stn.
Ped.	h.g.
Sgle.	b.f.
Dbie.	b.b.
r.a.	Careless
bldgs.	Carelessness
	Siding
	Station
	High ground
	Board fence
	Bill board
	Carelessness

No. 10.—STATEMENT showing accidents to employees while working on or under engines, investigated during the year ending December 31, 1926

Inv. File	Date	Railway	Place	Remarks	Killed	Injured
16823	Dec. 11	C.P.R.	Ayr, Ont.	Fell off pilot of engine.		1
16831	Oct. 13	C.P.R.	Cathar Tunnel, B.C.	Engine back-fired.		1
16832	Dec. 21	C.N.R.	Kovkash Subdivision, mileage 27, Ont.	Driving axle broke.		1
16836	Nov. 23	C.P.R.	Arcoia Subdivision, mileage 94, Sask.	Valve on squirt hose opened.	1	1
16842	Nov. 1	C.P.R.	Fernie Subdivision, mileage 92, B.C.	Fell between engine and tender when they parted.		1
16901	Dec. 28	C.N.R.	Camden East, Ont., half a mile west.	Steam pipe connection to air compressor disconnected.		1
16905	Nov. 25	C.P.R.	Plum Coulee, Man.	Shaker bar slipped.		1
16923	Dec. 17	C.P.R.	Hillcrest, Alta.	Water from squirt hose scalded foot.		1
16940	Dec. 15	C.N.R.	Jacquet River, N.B.	Shaking grates, shaker bar slipped.		1
16941	Jan. 16	C.N.R.	Moncton, N.B., roundhouse.	Water glass broke.		1
16942	Dec. 25	C.N.R.	Kenora, Ont., yard.	Struck by engine on next track while inspecting engine.		1
16944	Dec. 29	C.N.R.	Newcastle, N.B., round house.	Caught between engine tender and pushbar of turntable.		1
16954	Dec. 28	C.N.R.	Larson, Ont.	Shaking grates.		1
16955	Jan. 4	C.N.R.	Moose Jaw, Sask.	Water glass broke.		1
17010	Jan. 24	C.P.R.	Stephen, B.C.	Slipped when stepping off engine.		1
17012	Jan. 26	C.N.R.	St. Louis, Que., water tank.	Slipped when cleaning ashpan, injuring finger.	1	
17036	Mar. 10	C.P.R.	Pembroke, Ont., yard.	Struck by car when leaning out of cab window.		1
17039	Feb. 17	C.N.R.	Rimnet, Que.	Water glass broke.		1
17065	Mar. 22	C.N.R.	Mimico, Ont., roundhouse.	Caught between grab iron and frame of door.		1
17068	Mar. 10	C.N.R.	Sussex, N.B., yard.	Knocked off steps of engine by deep snow.		1
17070	Feb. 28	C.N.R.	Meadow, N.S.	Finger crushed in steam shaker gear.		1
17076	Mar. 6	C.N.R.	Grosse Isle, Man.	Slipped when getting off moving engine.		1
17077	Mar. 7	C.P.R.	Franklin, Man.	Fell from engine when getting in cab window.		1
17098	April 5	C.N.R.	South Devon, N.B., roundhouse.	Slipped and fell while oiling engine.		1
17099	Mar. 29	C.N.R.	Caracquet Subdivision, N.B., Mile 4.	Thrown against boiler when engine stalled in snow.		1
17137	Mar. 25	C.P.R.	Windsor, Ont., yard.	Squeezed between top of engine cab and tender, on curve.		1
17168	April 1	C.P.R.	Broadview, Sask.	Struck by platform of coaling plant while on tender.		1
17197	May 11	C.P.R.	Schreiber, Ont.	Fell off engine while cleaning cab window.		1
17203	April 27	C.N.R.	Sackville, N.B.	Fell from tender while climbing on to same.		1
17233	May 14	C.N.R.	Grog Brook Dam, N.B.	Fell off engine while working at whistle.		1
17243	April 13	C.N.R.	St. Nicholas, Que.	Engine moved when cleaning ashpan.		1
17262	May 17	C.P.R.	Still River, Ont.	Slipped when getting down off tender.		1
17286	May 31	C.N.R.	Nakina Yard, Ont.	Struck elbow against cab when reversing engine.		1
17330	June 13	C.P.R.	Between Field and Cathedral, B.C.	Struck in face by hot sand while sanding flues.		1
17344	June 10	C.N.R.	Moncton, N.B., roundhouse.	Walked into spout of oil feeder.		1
17345	May 12	C.N.R.	South Durham, Que.	Shaker bar slipped.		1
17346	April 26	C.N.R.	Levis, Que.	Scalded by squirt hose.		1
17426	July 10	C.P.R.	High Water Station, Que.	Jumping from engine when van sighted ahead.		1
17459	July 26	C.N.R.	Exeter, Ont.	Arm rest broke when leaning out of cab window.		1
17462	July 26	C.N.R.	Wainwright, Alta.	Struck head on coal dock while oiling bell.		1



17463	June 19	C.P.R.	Field, B.C.	Struck by pipe over turntable while measuring oil.	1
17468	July 9	C.N.R.	Carnel Station, Que.	Struck head on car while leaning out of cab window.	1
17471	July 1	C.N.R.	St. Jerome, Que.	Slipped and fell when getting off engine.	1
17601	June 28	C.N.R.	Beechy, Sask.	Slipped and fell when getting off engine.	1
17611	Aug. 10	C.N.R.	St. Rosalie, Que.	Fell off engine when adjusting bell ringer.	1
17614	Aug. 14	C.P.R.	St. Johns, Que.	Fell from tender while taking water.	1
17615	Aug. 21	C.N.R.	Soulanges, Que.	Struck by flag pole on boat projecting through bridge.	1
17673	Aug. 31	C.P.R.	High River, Alta.	Struck head on stock chute gate.	1
17681	Sept. 20	C.N.R.	Ochre River, Man.	Scalded when steam pipe broken by disconnected side rod.	1
17761	Sept. 30	M.C.R.	Queenston, Ont., Fisher's siding.	Thrown out of engine by movement of apron.	1
17893	Oct. 17	C.N.R.	Tionaga, Ont.	Shaker bar slipped.	1
17894	Nov. 1	C.N.R.	Mission, Ont.	Shaker bar slipped.	1
17895	Oct. 28	C.N.R.	Longlac, Ont.	Shaker bar slipped.	1
17913	Sept. 18	C.N.R.	Drumheller, Alta.	Caught between cab roof and tender.	1
17915	Nov. 3	C.N.R.	Edmonton, Alta., Calder yard.	Struck by poker bar which caught car standing foul.	1
17920	Oct. 29	C.P.R.	MacDonald, Man.	Fell and run over while getting on engine.	1
17934	Nov. 20	C.P.R.	Milk River, Alta.	Slipped and fell while climbing on to tender.	1
17976	Nov. 19	C.N.R.	Washago, Ont.	Scalded by overflow when cleaning ashpan.	1
17981	Nov. 20	C.N.R.	Millidge, Ont.	Scalded when rivet in sleeve of firebox door gave way.	2
17989	Nov. 13	C.P.R.	Arcola, Sask., yard.	Slipped on apron and fell.	1
18004	Nov. 24	C.P.R.	Minnedosa, Man., yard.	Fell from running board when changing markers.	1
18010	Nov. 20	C.P.R.	Carberry Subdivision, mileage 121-8, Man.	Fell from gangway of engine.	1
18011	Nov. 14	C.P.R.	Moose Jaw, Sask.	Fell off front of engine.	1
					3
					62

No. 11.—STATEMENT showing the number of highway crossing accidents, with the total number of killed and injured, by provinces, for year ending December 31, 1926

	Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Canadian National.....	7	7	10	7	3	10	31	17	32	91	34	123	7	2	15	8	2	9	6	8	9	2	12	2	159	65	210
Canadian Pacific.....				3	1	3	13	10	15	41	24	50	3	4	3	8	4	13	2	9	6	12	6	82	45	105	
Pere Marquette.....										5	1	6												1	1	1	6
Brantford & Hamilton Electric.....										1														1	1	1	1
Dominion Atlantic.....																								1	1	1	1
Toronto, Hamilton & Buffalo.....	2	1	1							5	1	4												1	2	5	1
Great Northern.....																								1	1	1	1
Windsor Essex & Lake Shore.....										1		2												1	1	1	1
Quebec Railway Light & Power.....							1	1																1	1	1	1
British Columbia Electric.....																								2	2	2	2
Oshawa Railway.....										1		1												1	1	1	1
Algoma Central.....										1		1												1	1	1	1
Edmonton Dunvegan & B. C.....																								1	1	1	1
Esquimalt & Nanaimo.....																								1	1	1	1
London & Port Stanley.....																								2	2	2	2
Grand River.....										8		9												2	2	2	2
Lake Erie & Northern.....										3	1	3												3	3	3	3
New York Central.....										1		1												1	1	1	1
Kettle Valley.....																								1	1	1	1
Hamilton Radial Electric.....										1		1												1	1	1	1
Michigan Central.....										18	10	18												18	10	18	18
	9	8	11	10	4	13	46	29	47	177	71	220	10	6	18	16	6	22	15	2	19	17	3	20	300	129	370



No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ending December 31, 1926

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
27073-3 16589-3		Gore Avenue, Vancouver, B.C. Jeanne d'Arc St., Montreal, Que.	C.P.R. C.N.R.	Illuminated sign installed. Board fence replaced by wire fence; cars to be kept back ten feet from street line.
9437-1164 26727-162 2785 26711-122	37089 37201 37203 37223	Crossing M. 8-9, St. John St., Martinon, N.B. Carling Avenue, Ottawa, Ont. Reid Street, Peterboro, Ont. Forrest Street, Parry Sound, Ont.	C.P.R. C.P.R. C.N.R. C.N.R.	Brush and trees cut down. Bell and wig-wag installed. Bell and wig-wag installed. Additional whistle posts installed forty rods from crossing.
27156-86 9437-1164 27156-40	37226 37257	Crossing just south of Abercorn Stn., Que. Second public crossing about 1 mile east of Burlington, Ont. Marie Incarnation Street, Quebec, Que.	C.P.R. C.N.R. C.P.R.	Speed restriction retained on southbound trains. Trees removed. Cars kept back fifty feet from street line on east side of street.
14925 26727-166 26765-218 26727-190 27218-27 26711-139 27086-12 26732-55 27073-27 26842-47 27401-15	37258 37259 37263 ..... ..... ..... ..... 37268 ..... ..... .....	First crossing east of Coleman, Alta. Crossing about 2 miles south Godfrey Stn., Ont. Main Street, Cainsville, Ont. Crossing 1-2 miles east of Lisgar, Ont. Kings Road, Sydney, N.S. Second road crossing west of Crescent Beach, Ont. Wilson and Stirton Streets, Hamilton, Ont. St. James Street, Ville St. Pierre, Que. McNair's Crossing Mil. 0-8 Port Moody Branch, B.C. Main Street Inwood, Ont. King Street, Milton, N.B.	C.P.R. C.P.R. C.N.R. C.P.R. C.N.R. C.N.R. C.N.R. H.E.R. C.N.R. M.C.R. C.P.R.	Speed restriction on east bound traffic. Top of cut removed for a depth of two feet. Shrubs and trees removed. Scrub cut down. Advertising sign removed. Brush removed. Highway crossing sign installed. Speed limitation 10 miles an hour maintained. Scrub and small buildings removed. Cars on siding kept back from highway. Speed restriction of 10 miles per hour reduced to 6 miles per hour.
31578 26711-138	37269 37277	Crossing of the Government Dock, Ioco, B.C. Montreal-Ottawa Highway, west of Rockland, Ont.	C.P.R. C.N.R.	Scrub removed. Brush and trees removed; additional whistle post installed.
26732-44 26727-45	37280 37299	Crossing at LaSalette, Que. Thames Street, Ingersoll, Ont.	C.N.R. C.P.R.	Bell and wig-wag installed. Switching movements flagged during period gates are not in operation.
26732-70 26727-165 30213-7 20722	37337 37352 37367 .....	First public crossing north of Metabetchouan, Que. Canning Street, Islington, Ont. Crossing near Cheam View, B.C., Mil. 56-5 Yale, Sd. West Street, Chatham, Ont.	C.N.R. C.P.R. C.N.R. C.P.R.	Speed restriction on southbound traffic. 150 feet of spur track removed; lumber pile lowered. Brush cut; crossing planks and whistle post installed. Switching movements to be flagged by member of train crew.
3025 30558 27156-95 32886	37378 37380 ..... 37478	Pembina Highway, Winnipeg Terminals, Man. Braid Street, Suburban New Westminster, B.C. Second crossing east of Racey Station, Que. Scarlett Rd., Township of York, Ont.	C.N.R. C.P.R. C.N.E. Rys.	Advance warning signs erected. Scrub cut down. Trees trimmed. Advance warning signs erected.

No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ending December 31, 1926—*Continued*

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
9437-990	37516	Douglas Rd., 1-4 miles south of Renfrew Jct., Ont.	C.P.R.	Additional whistle posts erected forty rods from crossing.
6306	37520	First public crossing east of Maxville Stn. Ont.	C.N.R.	Wig-wag added to bell already installed.
27230-10	37527	Cunningham Street, Thorold, Ont.	N.S.C. & T.	Cars kept back fifty feet from highway.
28300-12	37538	Church Street, Digby, N.S.	D.A.R.	Speed limitation of 10 miles per hour.
9437-559	37538	Catawaqui Crossing, 4 miles west Kingston Jct., Ont.	C.N.R.	Willows and trees cut down.
27156-2	37597	Elmhurst Avenue, Montreal, Que.	C.P.R.	Advance warning signs erected.
27218-39	37600	Second public crossing south of Mahone Jct. N.S.	C.N.R.	Speed limitation of 10 miles per hour.
33229-30	37600	Doucett's Crossing, Mil. 121-2 Bathurst Sd. N.B.	C.N.R.	Highway crossing sign installed.
26711-152	37602	Main Street, Slemons, Ont.	C.N.R.	Brush cut down.
1774.	37602	Erie Street, Leamington, Ont.	P.M.R.	Wig-wag added to bell already installed; switching movements to be flagged.
26782-72	37603	First road crossing west of Ayrness, Que.	C.N.R.	Dominion Automatic Gate installed as a test.
26765-190	37618	Rochester Street, Ottawa, Ont.	C.N.R.	Wig-wag added to bell already installed.
26765-190	37618	Booth Street, Ottawa, Ont.	C.N.R.	Wig-wag added to bell already installed.
26765-190	37618	LeBreton Street, Ottawa, Ont.	C.N.R.	Wig-wag added to bell already installed.
9437-1281	37620	Adelaide Street, London, Ont.	C.N.R.	All switching movements over crossing to be flagged; all light engine movements to be at such speed that stop can be made when necessary to avoid accident.
9437-959	37624	Crossing 150 feet west of St. Hilaire Station, Que.	C.N.R.	Wig-wag added to bell already installed.
27218-44		Falmouth Street, Sydney, N.S.	C.N.R.	Crossing sign installed.
25493-1		Eastern Avenue, Toronto, Ont.	C.N.R.	Watchman 7.00 a.m. to 7.00 p.m. increased to day and night watchman.
27073-32		Barnard Street, Vernon, B.C.	C.P.R.	Six hundred candle power lamp installed.
24540-5		Crossing south of Chemainus River Bridge, B.C.	E. & N.	Brush cut down.
9437-192	37643	First crossing west of Rockwood Station, Ont.	C.N.R.	Highway crossing sign installed.
26744-40		Harrow Street, Winnipeg, Man.	C.N.R.	Cars kept back 80 feet on each side of crossing.
9437-931		Clifton Hill Crossing, Niagara Falls, Ont.	M.C.R.	Highway crossing sign installed.
3287		Selby Road just west of Napance Station, Ont.	C.N.R.	Cars kept back 200 feet on spur track, 100 feet on passing track.
16645-14-1	37654	First crossing west of Lemsford, Alta.	C.P.R.	Fence removed.
30424-11	37664	Crossing 2½ miles south of London, Ont.	L. & P.S.	Roadway and approaches graded.
9437-341		Crossing M. 4-8 Carleton Place Sd., Britannia Station, Ont.	C.P.R.	Wig-wag added to bell already installed; bell moved to northwest angle of crossing.
26765-72		Queen Street, Kitchener, Ont.	C.N.R.	Highway crossing sign installed.
26782-73	37704	Crossing Mil. 91-34 Matapedia Sd., Fadoe, Que.	C.N.R.	Bell and wig-wag installed.
33229-16	37715	York Street, Fredericton, N.B.	C.N.R.	Bell and wig-wag installed.
27267-51		Second crossing east (Broad St.) Lloydminster, Sask.	C.N.R.	Speed limitation of 10 miles per hour.
26727-31		Kennedy Road, 1 mile west Agincourt Station, Ont.	C.P.R.	Advance warning signs installed.



33229-15	George Street, Fredericton, N.B.	C.N.R.	Bell and wig-wag installed.
30213-6	Crossing Mil. 24-4 Cowichan Rd., near Saseenos, B.C.	C.N.R.	Approaches to crossing graded.
33229-17	Charlotte Street, Fredericton, N.B.	C.N.R.	Bell and wig-wag installed.
27156-3	Gouin Boulevard, Montreal, Que.	C.P.R.	Gate protection May 1st to October 31st inclusive; Bell gate protection November 1st to April 30th inclusive; speed limitation 10 miles per hour November 1st to April 30th inclusive.
26765-240	First public crossing west of Scarborough Jct., Ont.	C.N.R.	Cars kept back to provide clear view.
27156-86	Crossing just south of Abercorn Station, Que.	C.P.R.	Additional Whistle post erected 40 rods from crossing on north side.
27218-45	Prince Street, Sydney, N.S.	C.N.R.	Gate protection increased from 7.00 a.m. to 5.00 p.m. to 0.00 a.m. to 10.30 p.m.
26711-165	Balacava Street, St. Thomas, Ont.	C.N.R.	Cars kept back forty feet from crossing.
9437-369	First crossing east of Corith, Ont.	C.N.R.	Trees trimmed; bushes removed.
26842-50	Town Line Crossing, 3 miles east of Springfield, Ont.	M.C.R.	South approach graded.
26711-176	Belleville Rd., mil. 33-6 Tweed St., Ont.	C.N.R.	Trees and brush cut down.
26765-1	Victoria Street, Iroquois, Ont.	C.N.R.	Trees cut down.
37838	Highway crossing east of Courtland Station, Ont.	C.N.R.	Highway crossing sign installed.
9437-440	Cedar Street, Campbellton, N.B.	C.N.R.	Bell and wig-wag installed.
27218-49	Wisner's Road, east of M.P. 56, Township of Brantford, County of Brant, Ont.	T. H. & B.	Embankment cut down; hedge removed.
27401-30	Gilbert's Lane, St. John, N.B.	C.N.R.	Highway crossing sign installed.
27218-53	Second public crossing west of Belleville, N.S.	C.N.R.	Brush cut down.
38084	Crossing at Marden Station, Ont.	C.N.R.	Sectionman's tool house moved back in line with trees cut down.
26711-170	Crossing at Erie Beach, Ont.	C.N.R.	Approaches graded.
26711-172	Crossing mil. 12, Twin City, Lake Head Rd.	C.N.R.	Whistle posts installed.
31989-3	Sand Cove Crossing, mil. 98 West St. John Rd., N.B.	C.N.R.	Bushes cut down.
27401-31	McNiven's Side Road, Station 7, Ont.	C.P.R.	Embankment removed.
9437-1246	First crossing east of Carmichael, Sask.	B. & H.E.R.	Approaches to crossing graded.
26807-42	Station crossing, Afton, N.S.	C.P.R.	Bell and wig-wag installed.
27218-52	First crossing east of Walseley, Sask.	C.N.R.	Additional whistle post installed.
26807-46	Kinross Road, South Vancouver, B.C.	C.P.R.	Speed limitation 10 miles per hour maintained.
30051-2	Second crossing north of Holland Landing, Ont.	B. C. E. Ry.	Scrub cleared away.
26765-87	Crossing mil. 93-25 Thompson St., B.C.	C.N.R.	Approaches graded.
27073-34	Lorne Street, Kamloops, B.C.	C.P.R.	Additional whistle post installed.
30213-8	Carter's crossing, 1 mile east of Monkland, Ont.	C.P.R.	Speed limitation 10 miles per hour maintained.
26727-168	St. Cleophas St., Clermont, Que.	C.P.R.	Trees cut down.
15243-7	Ontario Street, Stratford, Ont.	Q. R. L. & P.	Speed limitation 10 miles per hour maintained.
9437-806	Erie Street, Stratford, Ont.	C.N.R.	Wig-wag added to bell already installed.
9437-846	Third crossing south of New Lowell Station, Ont.	C.N.R.	Wig-wag added to bell already installed.
26711-175	Crossing mil. 40-54 west of North Bend, B.C.	C.N.R.	Approaches graded; crossing sign painted.
3452-149	Crossing just west of River Rouge Station, Que.	C.P.R.	Bell and wig-wag installed.
26711-142	Gould's crossing, Amherst, N.S.	C.N.R.	Station moved to new location on south side of track. Trees trimmed.
27218-29	Governor's Road, Mil. 84-38 Dundas St., Ont.	C.N.R.	Wooden fence replaced by wire fence. Embankments cut down.
26765-207	Crossing mil. 98-3 Oshawa St., Ont.	C.N.R.	Obstructions removed.
22262-13		C.P.R.	Board fence north side of track replaced with wire fence, and portable snow fence in winter.

No. 12.—STATEMENT showing highway crossings at which protection provided, and the nature of protection, during period of twelve months ending December 31, 1926—*Concluded*

File No.	Order No.	Location of Crossing	Railway	Nature of Protection
26711-173	.....	First crossing east of Pike Creek Station, Ont.....	C.N.R.....	Trees cut down.
9437-1188	.....	Robinson Avenue, Winnipeg, Man.....	C.P.R.....	Bushes removed.
30762-56	38353	Crossing mil. 102 Bredenburg, Sask.....	C.P.R.....	Speed limitation 10 miles per hour on all trains except passenger trains.
9437-552	38401	Edgerton Street, London, Ont.....	C.N.R.....	Board fence moved back; shunting movements to be flagged over crossing.
24178	38413	Provencher Street, St. Boniface, Man.....	C.N.R.....	Bells and wig-wags (2) installed in lieu of watchman; trees trimmed.
26782-01	38531	Ste. Adèle Street, St. Jérôme, Que.....	C.N.R.....	Blacksmith shop, trees and other obstructions removed.
26727-185	.....	MacTavish Street, Fort William, Ont.....	C.P.R.....	Highway crossing sign installed.
26786-23	38588	Intersection of 118th Avenue and 121st Street, Edmonton, Alta.....	C.N.R.....	Cars kept back 250 feet from street line; warning post to that effect installed.



No. 13.—STATEMENT showing the number of highway crossings at which protection has been ordered, and the nature of protection set out by provinces, for twelve months ending December 31, 1926.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Total
Removal of view obstructions (trees, banks, bldgs., etc.).....		3	2	3	18	2			6	34
Cars to be kept back required distance.....				2	5	1		1		9
Speed limitation maintained.....		2	1	5			3	1	1	13
Standard crossing sign erected.....		1	2		5					8
Approaches graded to standard.....				5			1		1	7
Automatic bell and wig-wag installed.....		1	4	2	2	1			1	11
Wig-wag added to bell already installed.....				1	8					9
Illuminated sign installed.....									1	1
Board fence replaced by wire fence.....		1		1	1					3
Additional whistle posts installed.....				1	3		1		1	6
Switching movements to be flagged.....					5					5
Spur track removed.....					1					1
Lumber pile lowered.....					1					1
Crossing planks installed.....									1	1
Whistle post installed.....					1				1	2
Advance warning signs erected.....				1	2	1				4
Dominion automatic gate installed as test.....				1						1
Light engine movements to be made at such speed that stop can be made when necessary to avoid accident.....					1					1
Watchman 7 a.m. to 7 p.m. increased to day and night.....					1					1
Six hundred candle power lamp installed.....									1	1
Fence removed.....								1		1
Bell moved to northwest angle of crossing.....					1					1
Gate protection May 1st to October 31st inclusive.....				1						1
Bell protection November 1st to April 30th inclusive.....				1						1
Gate protection increased 7 a.m.—5 p.m. to 6 a.m.—0.30 p.m.....		1								1
Crossing sign painted.....					1					1
Warning sign to employees to keep cars back required distance.....								1		1
		9	9	19	61	5	5	4	14	126

No. 14.—STATEMENT showing number of persons killed and injured at public highway crossings, separately for the years, ending December 31, 1922, 1923, 1924, 1925, and 1926.

Year	Gates		Bell		Watchman		Unprotected		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1922.....	2	10	5	16	1	9	58	202	66	237
1923.....	2	20	13	43	1	8	48	255	64	326
1924.....	11	15	10	47		5	73	220	94	287
1925.....	1	14	9	50	1	7	65	318	76	389
1926.....	7	20	21	65	1	9	100	276	129	370
	23	79	58	221	4	38	344	1,271	429	1,609

No. 15.—STATEMENT showing number of highway crossing accidents and the nature of same, for each and every year separately, for years ending December, 31, 1922, 1923, 1924, 1925, and 1926

	Gates						Watchman						Bell						Unprotected						Total							
	1922	1923	1924	1925	1926	Total	1922	1923	1924	1925	1926	Total	1922	1923	1924	1925	1926	Total	1922	1923	1924	1925	1926	Total	1922	1923	1924	1925	1926	Total		
Automobile.....	2	6	2	7	10	27			2	5	3	3	5	18	10	21	30	32	39	132	95	125	133	168	181	702	109	157	168	210	235	879
Horse and rig.....			3	1	....	1	5	2	1	1	....			5	6	7	4	3	7	27	38	38	31	24	21	152	46	49	37	28	29	189
Pedestrian.....	7	11	21	4	9	52	3	....	1	3	3	10	1	6	4	....		5	16	17	18	16	12	22	85	28	35	42	19	39	163	
	9	20	24	11	20	84	7	6	5	7	8	33	17	34	38	35	51	175	150	181	180	204	224	939	183	241	247	257	303	1,231		

The total of 1,231 accidents covers 429 persons killed and 1,609 persons injured, as referred to in preceding statement.

No. 16.—STATEMENT showing the number of trespassers killed and injured, by provinces and railways for the year ending December, 31, 1926

	Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	3	3	3	5	11	14	30	31	8	2	....	3	7	3	4	3	66	64
Canadian Pacific.....	....	....	1	....	10	6	13	8	4	4	3	6	5	9	11	41	41	44
Essex Terminal.....	....	....	....	....	....	....	2	....	....	....	....	....	....	....	....	2	1	....
Esquimalt and Nanaimo.....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1	1	....
Niagara, St. Catharines and Toronto.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....
Napierville Junction.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Quebec Central.....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....
Grand River.....	....	....	....	....	3	....	....	1	....	....	....	....	....	....	....	....	....	....
Kettle Valley.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dominion Atlantic.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Great Northern.....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Quebec, Montreal & Southern.....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Montreal & Southern Counties.....	....	....	....	....	1	1	....	....	....	....	....	....	....	....	....	....	....	....
Michigan Central.....	....	....	....	....	....	....	3	....	....	....	....	....	....	....	....	....	1	....
	4	3	4	5	26	22	50	40	12	6	3	9	12	12	16	123	131	131



No. 17.—STATEMENT showing the number of persons killed and injured on the various railways under the jurisdiction of the Board from April 1, 1917, to March 31, 1919, nine months ending December 31, 1919, and for years ending December 31, 1920, 1921, 1922, 1923, 1924, 1925, and 1926.

Year	Passengers		Employees		Others		Total	
	K.	I.	K.	I.	K.	I.	K.	I.
1918.....	22	342	137	1,220	174	268	333	1,830
1919.....	28	202	117	1,344	119	267	264	1,813
1919—9 months.....	4	274	91	951	128	277	223	1,502
1920.....	17	379	80	1,570	157	381	254	2,330
1921.....	4	240	91	1,344	148	344	243	1,928
1922.....	5	376	83	2,084	155	396	243	2,856
1923.....	15	558	122	2,542	158	497	295	3,597
1924.....	17	385	107	2,398	194	471	318	3,254
1925.....	6	354	76	2,008	190	593	272	2,955
1926.....	13	329	132	1,727	284	564	429	2,620
	131	3,439	1,036	17,188	1,707	4,058	2,874	24,685

No. 18.—STATEMENT showing the number of persons killed and injured in the more prominent accidents on the various railways under the jurisdiction of the Board, shown separately for years ending December 31, 1922, 1923, 1924, 1925, and 1926.

	1922		1923		1924		1925		1926		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	10	215	10	381	13	203	10	150	10	149	53	1,093
Collision, head-on.....		64	6	48	5	32	6	71	15	14	32	229
Collision, rear-end.....	3	30	6	87	1	35	3	36	6	40	19	223
Collision, in yard.....	1	57	5	48	2	68		31	4	57	12	261
Collision with cars, open switch.....		6		7		1						14
Collision with cars standing foul.....		5	1	2		2		5			1	14
Collision at level (diamond) crossing.....		13	2	20		1		1		1	2	36
Highway crossing protected.....	8	35	16	71	21	67	11	71	29	94	85	338
Highway crossing unprotected.....	58	202	48	255	73	220	65	318	100	276	344	1,271
Adjusting couplers, coupling, etc.....	5	79	7	107	3	94	5	94	8	82	28	456
Trespassing.....	71	90	76	98	84	109	97	132	123	113	451	542
Hand car, motor struck by train.....	10	38	5	38	6	27	9	24	20	30	50	157
Struck by switch stand etc.....		42	1	32		26	2	24		25	3	149
Crushed between cars and buildings.....	2	16		14		15	1	13	1	9	4	67
Falling off passenger train.....	1	13	5	16	5	22	2	15	4	7	17	73
Falling off top of car....	2	53	2	84	8	40	3	41	1	35	16	253
Falling between cars....	3	11	2	11	5	6	3	8	5	10	18	46
Jumping off train in motion.....	8	117	7	90	4	100	1	98	8	81	28	486
Attempt to board train in motion.....	1	62	5	63	3	65	2	88	6	78	17	356
Run down by engine or car.....	26	62	42	79	30	59	21	75	26	63	145	333
Explosion of locomotive boiler.....		7	2	4		12		4		3	2	30
	209	1,217	248	1,555	263	1,204	241	1,299	366	1,167	1,327	6,442



No. 19.—STATEMENT showing number of cars inspected together with defects, for year ending December 31, 1926

Railway	Cars inspected	Cars defective	Per cent defective	Grand total defects	Couplers and parts	Per cent defective	Uncoupling mechanism	Per cent defective	Handholds	Per cent defective
Canadian National.....	57,920	2,677	4.62	2,963	61	2.05	398	13.43	195	6.58
Canadian Pacific.....	41,074	1,746	4.25	1,897	25	1.31	244	12.86	138	7.27
Pere Marquette.....	90	36	5.95	37			1	2.70	2	5.40
Edmonton, Dunvegan and B.C.....	370	13	3.33	3			3	100		
Kettle Valley.....	125	2	3.51	14			1	7.14		
Great Northern.....	305	12	1.60	2						
Algoma Central & H.B.....	1,470	67	3.93	13			3	4.16	6	46.15
Toronto, Hamilton & Buffalo.....	50		4.55	72					4	5.55
Esquimalt & Nanaimo.....	2,380	64	2.71	65			2	3.07	22	3.07
Michigan Central.....	482	20	4.14	20			3	15.00	1	5.00
British Columbia Electric.....	60	1	1.66	1						
New York Central.....	104,921	4,641	4.42	5,087	86	1.69	655	12.87	348	6.84

Railway	Air brakes	Per cent defective	Ladders	Per cent defective	Sill steps	Per cent defective	Height of couplers	Per cent defective	Miscellaneous	Per cent defective
Canadian National.....	1,338	45.15	86	2.90	417	14.07	23	0.77	445	15.01
Canadian Pacific.....	892	47.02	73	3.84	307	16.18	14	0.74	204	10.75
Pere Marquette.....	26	70.27	4	10.81	2	5.46			2	5.40
Edmonton, Dunvegan & B.C.....	10	71.42	1	7.14						
Kettle Valley.....	2	100			2	14.28				
Great Northern.....	2	15.38								
Algoma Central & H.B.....	28	38.88	1	7.69	2	15.38			2	15.38
Toronto, Hamilton & Buffalo.....			5	6.94	21	29.16			11	15.27
Esquimalt & Nanaimo.....										
Michigan Central.....	22	33.64	7	10.76	27	41.53			5	7.69
British Columbia Electric.....	14	70.00	1	100	1	5.00			1	5.00
New York Central.....	2,334	45.88	178	3.49	779	15.31	37	0.72	670	13.17

No. 20.—STATEMENT showing defective safety appliances on freight cars as reported by the inspectors for year ending December 31, 1926

COUPLERS AND PARTS		AIR BRAKES	
Coupler body broken.....	5	Triple valve defective.....	1
Coupler body worn.....	—	Triple valve missing.....	—
Guard arm short.....	—	Reservoir defective.....	—
Knuckle broken.....	—	Reservoir loose.....	1
Knuckle worn.....	—	Cylinder defective.....	13
Knuckle missing.....	4	Cylinder loose.....	16
Knuckle pin broken.....	12	Cylinder and triple valve not cleaned within twelve months.....	380
Knuckle pin worn.....	—	Cylinder and triple valve not stencilled with date of cleaning.....	15
Knuckle pin bent.....	—	Cut-out cock defective.....	31
Knuckle pin missing.....	4	Release cock defective.....	39
Lock block broken.....	37	Release cock missing.....	2
Lock block worn.....	3	Release rod broken.....	34
Lock block wrong.....	3	Release rod missing.....	67
Lock block bent.....	—	Angle cock defective.....	24
Lock block inoperative.....	15	Angle cock missing.....	1
Lock block missing.....	3	Train pipe broken.....	13
Lock block key missing.....	—	Train pipe loose.....	67
Lock block trigger missing.....	—	Train pipe bracket missing.....	7
Total.....	86	Crossover pipe defective.....	—
UNCOUPLING MECHANISM		Hose defective.....	3
Uncoupling lever broken.....	22	Hose missing.....	14
Uncoupling lever wrong.....	37	Hose gasket missing.....	—
Uncoupling lever bent.....	126	Retaining valve defective.....	80
Uncoupling lever incorrectly applied.....	70	Retaining valve missing.....	1
Uncoupling lever missing.....	7	Retaining pipe defective.....	92
Uncoupling chain broken.....	320	Retaining pipe missing.....	4
Uncoupling chain too long.....	1	Brake rigging defective.....	661
Uncoupling chain too short.....	14	Brake cut out.....	768
Uncoupling chain kinked.....	3	Brake cut out, cars old.....	—
Uncoupling chain missing.....	37	No brake of any kind.....	—
End casting broken.....	5	Pump missing.....	—
End casting wrong.....	—	Total.....	2,334
End casting bent.....	2	LADDERS	
End casting loose.....	3	Ladder round broken.....	12
End casting incorrectly applied.....	—	Ladder round bent.....	108
End casting missing.....	4	Ladder round loose.....	21
Keepers broken.....	—	Ladder round missing.....	—
Keeper wrong.....	—	Ladder loose.....	7
Keeper bent.....	—	Ladder incorrectly applied.....	30
Keeper loose.....	2	Total.....	178
Keeper incorrectly applied.....	—	SILL STEPS	
Keeper missing.....	2	Sill step broken.....	4
Angle clip loose.....	—	Sill step bent.....	728
Total.....	655	Sill step loose.....	29
HANDHOLDS		Sill step incorrectly applied.....	1
Handhold broken.....	11	Sill step missing.....	17
Handhold bent.....	218	Total.....	779
Handhold loose.....	101	MISCELLANEOUS TOTAL.....	
Handhold incorrectly applied.....	12	GRAND TOTAL.....	
Handhold missing.....	6		
Total.....	348		
HEIGHT OF COUPLERS			
Coupler too high.....	2		
Coupler too low.....	19		
Carrier iron loose.....	16		
Total.....	37		



No. 21A.—STATEMENT of defects on freight cars shown separately for years ending December 31, 1922, 1923, 1924, 1925, and 1926

	1922	1923	1924	1925	1926	Total
Couplers and parts.....	114	80	77	76	86	433
Uncoupling mechanism.....	703	619	675	698	655	3,350
Handholds.....	205	164	200	312	348	1,229
Air brakes.....	2,696	2,007	1,874	2,381	2,334	11,292
Ladders.....	112	80	136	188	178	694
Sill steps.....	410	241	241	568	779	2,239
Height of couplers.....	62	57	33	29	37	218
Miscellaneous.....	229	563	931	935	670	3,328
	4,531	3,811	4,167	5,187	5,087	22,783

No. 21B.—STATEMENT of cars inspected and defective shown separately for years ending December 31, 1922, 1923, 1924, 1925, and 1926

	1922	1923	1924	1925	1926	Total
Cars inspected.....	82,128	77,345	102,137	120,705	104,921	487,236
Cars defective.....	4,057	3,458	3,824	4,730	4,641	20,710
Percentage defective.....	4.94	4.47	3.74	3.91	4.42	4.25













## APPENDIX "E"

## REPORT OF THE CHIEF FIRE INSPECTOR OF THE BOARD, CLYDE LEAVITT, FOR YEAR ENDING DECEMBER 31, 1926

The work of the Fire Inspection Department is more or less directly concerned with the 39,063 miles of steam railway lines in the Dominion of Canada, subject to the Board's jurisdiction. This mileage represents 96.79 per cent of the total steam railway mileage for the Dominion. Of this total, 13,684 miles, or 35.03 per cent, is classified as being forested mileage. There are 14,343 miles of non-forested lines, or 36.72 per cent of the total, in the Prairie Provinces; in settled districts or non-forested lands outside the Prairie Provinces, there are 11,036 miles, or 28.25 per cent of the total, where the fire protective measures are at a minimum, due to the relatively low fire hazard which exists.

## ORGANIZATION

In co-operation with the several Dominion and provincial forest protective organizations, local inspection has continued as previously reported. During the past year, 124 officials of such organizations have acted as field officers of this department, distributed as follows:—

British Columbia Forest Branch.....	29
National Parks Branch.....	6
Dominion Forestry Branch.....	9
Ontario Forestry Branch.....	49
Quebec Forest Protection Service.....	22
New Brunswick Forest Service.....	3
Nova Scotia Department of Lands and Forests.....	2
Office of Chief Fire and Game Guardian of Alberta.....	2
Office of Fire Commissioner of Saskatchewan.....	2
Total .....	124

## RAILWAY FIRE PATROLS

The patrol requirements prescribed in accordance with Regulation 12 of General Order No. 362 of the Board were on the whole satisfactorily complied with by the railways.

The following summary indicates the mileage of steam railways under the Board's jurisdiction; mileage subject to patrol requirements; class of patrol and number of patrolmen; as also mileage classified as being in forested and in non-forested territory. It will be noted the railways are required to provide special patrols along 7,438 miles of track, representing 19.04 per cent of the total mileage, as follows: 720 special section patrolmen along 4,795 miles of track; 64 specially employed patrolmen with velocipedes along 836 miles of track; and 57 specially employed patrolmen with power speeders along 1,807 miles of track; making a total of 841 special patrolmen.

The railway companies are relieved from the necessity of maintaining special patrols whenever weather conditions permit. On all lines not subject to special fire patrol, the fire protection work is handled by section forces and other regular employees as a part of their regular duties.



SUMMARY showing mileage of steam railways under the Board's jurisdiction; mileage subject to patrol requirements; class of patrol and number of patrolmen; as also mileage classified as being in forested and in non-forested territory.

Railway	Special Patrol Mileage				Number of Patrolmen				Forested No. Special Patrol	Total Mileage Forested	Total Mileage Non-Forested	Per cent of Mileage Forested
	Mileage	Special Section Patrol	Veloci-pede Patrol	Power Speeder Patrol	Total Miles Patrolled	Section (7 Miles per Man)	Veloci-pede	Power Speeder	Total Men			
Canadian Pacific.....	14,176.56	1,805.00	.....	.....	1,805.00	277	.....	.....	277	3,574.55	10,602.01	25.21
Canadian National.....	20,726.73	2,332.84	783.04	1,484.06	4,599.94	348	60	48	456	7,871.45	12,855.28	37.98
Dominion Atlantic.....	287.58	.....	.....	.....	.....	.....	.....	.....	.....	110.36	177.22	38.37
Quebec, Montreal and Southern	190.78	.....	.....	.....	.....	.....	.....	.....	.....	14.92	175.86	7.82
Temiscouata.....	113.10	33.70	.....	19.80	53.50	5	.....	.....	6	65.80	47.30	58.17
Quebec Central.....	353.36	.....	21.00	22.00	43.00	.....	2	1	3	78.36	275.00	22.17
Quebec Oriental & Atlantic and Quebec and Western.....	202.32	.....	.....	.....	.....	.....	.....	.....	.....	114.44	87.88	56.56
Michigan Central.....	379.73	.....	.....	.....	.....	.....	.....	.....	.....	329.40	379.73	99.10
Algoma Central & Hudson Bay	332.40	100.70	.....	.....	100.70	15	.....	.....	15	323.00	183.50	63.77
Edmonton Dunvegan & B.C. & Central Canada.....	506.50	192.50	.....	.....	192.50	28	.....	.....	28	376.50	38.60	90.70
Kettle Valley.....	415.10	329.50	.....	.....	329.50	46	.....	.....	46	287.35	100.45	74.09
Great Northern.....	387.80	.....	.....	191.50	191.50	.....	.....	5	5	209.70	452.55	100.00
Esquimalt & Nanaimo.....	209.70	.....	.....	.....	.....	.....	.....	.....	.....	206.30	328.86	42.09
Miscellaneous (a).....	731.41	0.76	32.00	89.80	122.56	1	2	2	5	13,684.69	25,378.38	35.03
Totals.....	39,063.07	4,705.00	836.04	1,807.16	7,438.20	720	04	57	841	.....	.....	.....

(a) Includes Cumberland Railway and Coal Co.; Maritime Coal, Railway & Power Co.; Maine Central; Fredericton & Grand Lake Coal & Railway Co.; New Brunswick Coal & Railway Co.; New York Central; Rutland & Noyan; Pere Marquette; Toronto, Hamilton & Buffalo; Algoma Eastern; Ottawa & New York; Nipissing Central; Essex Terminal; Thousand Islands; White Pass & Yukon, and Vancouver Harbour Commissioners Terminal Ry.

## RIGHT OF WAY CLEARING

Favourable weather conditions generally throughout the Dominion enabled the railways to carry out a large amount of spring burning of the inflammable annual weed and grass growth on rights of way. Disposal was also made of a large quantity of old ties and of debris piles resulting from right of way clearing operations carried out in 1925, the burning of which was seriously retarded in the fall of that year by unfavourable weather conditions. These burning operations were successfully carried out with practically no loss or damage to property by reason of fires escaping control. In addition, a considerable amount of special right of way clearing operations were also carried out.

## FIRE STATISTICS

A grand total of 1,172 fires from all causes were reported as having originated within 300 feet of track in forested territory along railways subject to the jurisdiction of the Board. Of this grand total, 566 or 48.33 per cent are Class A fires, which burned over less than one-fourth acre each, doing no damage; while 508 or 43.34 per cent are Class B fires, which burned over an area of one-fourth acre to ten acres each; and 98 or 8.33 per cent are Class C fires, which burned over more than ten acres each. These fires burned over 50,445 acres and destroyed forest growth and forest products valued at \$75,313, and other property valued at \$51,174, a total of \$126,487.

Of the grand total, 926 fires, or 78.98 per cent, were definitely attributed to railway agencies; 136 fires, or 11.69 per cent, to known causes other than railways, and 110 fires, or 9.33 per cent, to unknown causes.

Of the grand total area of 50,445 acres burned over, 90.84 per cent is chargeable to railway causes, 6.39 per cent to known causes other than railways, and 2.77 per cent to unknown causes.

Of the grand total area of 50,445 acres burned over, 34.55 per cent is classified as lands carrying young forest growth; 12.40 per cent as lands carrying stands of commercial timber; 28.92 per cent as cut-over or previously burned-over lands, and 24.13 per cent as non-forested and grass lands.

Of the total of \$126,487 damage, the railways are definitely charged with 74.82 per cent; 23.95 per cent of the damage is due to known causes other than railways, and 1.23 per cent to unknown causes.

Of the 926 fires which the railways are definitely charged with having caused, 786 are attributed to sparks from locomotives and 140 to railway employees.

Of the 926 fires definitely attributed to railway agencies, 477 were Class A fires, burning over less than one-fourth acre each and doing no damage, 379 were Class B fires, burning over one-fourth acre up to ten acres, and 70 were Class C fires burning over more than ten acres each.

In addition to the above fires, there were reported 282 fires burning in ties, in the track, distributed as follows:—

	Tie Fires
Canadian National Railways, atlantic region .....	100
Canadian National Railways, central region .....	132
Canadian National Railways, western region .....	31
Canadian Pacific Railway, western lines .....	13
Great Northern Railway .....	6
Total .....	282

In the majority of cases, these tie fires were attributed to hot coals escaping from the ashpan of locomotives, due either to defective or faulty closing of ashpan hopper doors, and in some cases presumably to the opening of hopper doors by employees while locomotive was running. Damage and destruction by fire of several bridge decks and culverts is attributed to this cause.



SUMMARY of reports on fires in forest sections originating within 300 feet of track along railway lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, season of 1926

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region) (c)	Canadian National (Central Region) (d)	Canadian National (Western Region) (e)	Algonia Central and Hudson Bay (f)	Edmonton, Dunvegan and British Columbia (g)	Great Northern (h)	Miscellaneous (i)	Totals	Per cent of Grand total
<b>FIRES OF RAILWAY ORIGIN</b>											
<i>Number by Causes—</i>											
Locomotive, Class A fires.....	16	198	10	133	74	3	1	23	1	459	39.16
Locomotive, Class B fires.....	25	121	5	10	101	1	8	11	1	283	24.14
Locomotive, Class C fires.....	9	15	.....	1	14	.....	4	1	.....	44	3.75
Employees, Class A fires.....	2	3	.....	5	8	.....	.....	.....	.....	18	1.53
Employees, Class B fires.....	14	6	3	13	34	4	20	1	1	96	8.19
Employees, Class C fires.....	2	4	.....	5	4	.....	8	.....	.....	26	2.21
Total, Class A fires.....	18	201	10	138	82	3	1	23	1	477	40.69
Total, Class B fires.....	39	127	8	23	135	5	28	12	2	379	32.33
Total, Class C fires.....	11	19	.....	6	18	3	12	1	.....	70	5.96
Total all railway fires.....	68	347	18	167	235	11	41	36	3	926	78.98
<i>Areas burned (acres)—</i>											
Young forest growth.....	282	11,883	15	413	2,132	.....	330	12	.....	15,067	29.87
Merchantable timber.....	.....	5,618	.....	2	511	62	4	.....	.....	6,197	12.28
Slashing or old burn.....	104	11,830	2	19	1,442	.....	145	12	2	13,536	26.87
Other classes of land.....	497	8,387	.....	61	1,444	57	558	5	.....	11,009	21.82
Total.....	883	37,718	17	495	5,529	119	1,037	29	2	45,829	90.84
<i>Value of property destroyed—</i>											
Young forest growth.....	\$ 243	\$ 44,576	\$ 62	\$ 168	\$ 3,767	.....	\$ 686	\$ 25	.....	\$ 49,527	39.15
Standing timber.....	.....	18,814	.....	.....	1,485	65	.....	.....	.....	20,364	16.10
Forest products.....	15	18	.....	12	686	.....	18	.....	.....	731	0.57
Other property.....	108	14,648	58	375	6,979	.....	.....	1,840	.....	24,008	19.00
Total.....	\$ 366	\$ 78,056	\$ 120	\$ 555	\$ 12,917	\$ 65	\$ 686	\$ 1,865	.....	\$ 94,630	74.82
<b>KNOWN CAUSES OTHER THAN RAILWAY</b>											
<i>Number by causes—</i>											
Campers and travellers, Class A.....	5	2	.....	9	14	2	.....	1	.....	3	2.80
Campers and travellers, Class B.....	10	.....	.....	1	10	.....	1	.....	3	25	2.13
Campers and travellers, Class C.....	4	.....	.....	1	.....	.....	.....	.....	.....	5	0.42
Settlers, Class A.....	.....	1	.....	2	1	.....	.....	.....	.....	4	0.34
Settlers, Class B.....	5	3	.....	9	6	.....	.....	1	.....	24	2.11
Settlers, Class C.....	.....	.....	.....	.....	2	.....	.....	.....	1	3	0.25

SUMMARY of reports on fires in forest sections originating within 300 feet of track along railway lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, season of 1926.—*Concluded*

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region) (c)	Canadian National (Central Region) (d)	Canadian National (Western Region) (e)	Algoma Central and Hudson Bay (f)	Edmonton, Dunvegan and British Columbia (f)	Great Northern	Miscellaneous (g)	Totals	Per cent of Grand Total
<b>KNOWN CAUSES OTHER THAN RAILWAY—Con.</b>											
<i>Number by causes—Con.</i>											
Other known causes, Class A.....	9	9	1	2	3	1	.....	2	.....	17	1.52
Other known causes, Class B.....	4	4	1	2	3	1	.....	.....	1	15	1.27
Other known causes, Class C.....	2	2	.....	.....	5	.....	.....	.....	.....	10	0.85
Total, Class A.....	5	12	1	13	18	2	.....	3	.....	54	4.66
Total, Class B.....	18	7	1	12	19	1	.....	1	4	64	5.51
Total, Class C.....	6	2	.....	1	7	1	.....	.....	1	18	1.52
Total of other known causes.....	29	21	2	26	44	4	1	4	5	136	11.69
<i>Areas burned (acres)—</i>											
Young forest growth.....	16	102	.....	8	1,237	.....	.....	.....	20	1,383	2.74
Merchantable timber.....	217	159	1	13	16	41	3	.....	.....	20	0.03
Slashing or old burn.....	128	131	.....	2	390	.....	.....	2	3	826	1.66
Other classes of land.....	.....	.....	.....	.....	728	.....	.....	.....	2	991	1.96
Total.....	361	393	1	23	2,371	41	3	2	25	3,220	6.39
<i>Value of property destroyed—</i>											
Young forest growth.....	\$ 8	\$ 174	.....	\$ 2	\$ 2,940	.....	.....	.....	\$ 3	\$ 3,127	2.47
Standing timber.....	.....	.....	.....	.....	52	.....	18	.....	.....	70	0.05
Forest products.....	115	1,450	.....	8	119	.....	.....	.....	.....	242	0.19
Other property.....	.....	.....	.....	299	25,116	.....	.....	.....	.....	26,865	21.24
Total.....	\$ 123	\$ 1,624	.....	\$ 309	\$ 28,227	.....	\$ 18	.....	\$ 3	\$ 30,304	23.95
<b>FIRES OF UNKNOWN ORIGIN</b>											
<i>Number—</i>											
Class A.....	4	6	11	9	4	.....	.....	.....	.....	35	2.98
Class B.....	12	14	2	17	14	1	.....	1	1	65	5.50
Class C.....	1	2	.....	1	6	.....	.....	.....	.....	10	0.85
Total.....	17	22	13	27	24	1	.....	1	5	110	9.33



[illegible]

(a) Includes Fredericton and Grand Lake Coal and Railway; New Brunswick Coal and Railway; Dominion Atlantic and Quebec Central Railways.

(b) Includes Esquimalt and Nanaimo and Kettle Valley Railways.

(c) Includes Halifax and South Western Railway and portions of former Canadian Government Railways east of Riviere du Loup and Monk, Que.

(d) Includes portions of former Canadian Government Railways west of Riviere du Loup and Monk, Que., and east of Armstrong, Ontario.

(e) Includes portions of former Canadian Government Railways west of Armstrong, Ontario (Transcontinental and Hudson Bay Railways).

(f) Includes Central Canada Railway.

(g) Includes following lines: Algoma Eastern, Temiscouata and Nipissing Central.

NOTE.—No fires were reported during 1926 as originating within 300 feet of track in forest sections along the following lines: Atlantic, Quebec & Western and Quebec Oriental; Maine Central; Quebec, Montreal & Southern; Maritime Coal Railway & Power Company; Cumberland Railway & Coal Company; White Pass & Yukon Route.

Class A fires are those which cover an area less than one-fourth acre and do no damage to route.

Class A fires are those which cover an area less than one-fourth acre, and Class B fires are those which cover an area of one-fourth acre to ten acres.

Class B fires are those which cover an area of one-fourth to

SUMMARY of Reports of Fires in Forest Sections originating within 300 feet of Track along railway lines subject to the Jurisdiction of the Board, season of 1926; showing by Provinces the Number of Fires; Areas burned and value of Property destroyed, by Classified Causes.

Province	Fires of Railway Origin			Known Causes other than Railway		
	No.	Acres	Value	No.	Acres	Value
			\$			\$
Nova Scotia.....	9	3	2	1		
New Brunswick.....	8	13	118			
Quebec.....	149	26		20	241	299
Ontario.....	112	3,698	7,557	51	630	186
Manitoba.....	100	2,745	4,069	8	32	3
Saskatchewan.....	6	12	41	2	28	9
Alberta.....	115	1,097	879	8	5	38
British Columbia.....	427	38,235	81,964	46	2,284	29,769
Totals.....	926	45,829	94,630	136	3,220	30,304

Province	Unknown Causes			Grand Totals for all Causes		
	No.	Acres	Value	No.	Acres	Value
			\$			\$
Nova Scotia.....	11	7	35	21	10	37
New Brunswick.....	2			10	13	118
Quebec.....	18	44		187	311	299
Ontario.....	36	94	999	199	4,422	8,742
Manitoba.....	10	1,048	224	118	3,825	4,296
Saskatchewan.....				8	40	50
Alberta.....	2	5		125	1,107	917
British Columbia.....	31	198	295	504	40,717	112,028
Totals.....	110	1,396	1,553	1,172	50,445	126,487

#### FIRE PROTECTIVE APPLIANCES ON LOCOMOTIVES

During the fire season of 1926, officers of the Fire Inspection Department inspected fire-protective appliances on 3,649 locomotives operating through forested territory. Of this total, the fire protective appliances on 115 locomotives or 3.15 per cent, were found to be in a defective condition.



INSPECTIONS of Locomotive Fire-Protective Appliances, 1926 by Fire Inspection  
Department, B.R.C.

Railway	Province	Number inspected	Number defective	Per cent
C.P.R. (including N.B.C. & Ry. and F. & G.L.C. & Ry.).....	New Brunswick	55		
C.P.R. (including Quebec Central Ry.).....	Quebec	253		
C.P.R. ....	Ontario.....	724	0	0.83
C.P.R. ....	Prairie Provinces....	142	22	15.42
C.P.R. ....	British Columbia.....	218	4	1.83
	Totals.....	1,392	32	2.30
C.N.R. ....	Nova Scotia....	16	2	12.50
C.N.R. ....	New Brunswick.	108	1	0.92
C.N.R. ....	Quebec.....	317	3	0.95
C.N.R. ....	Ontario.....	969	17	1.75
C.N.R. ....	Prairie Provinces....	489	43	8.79
C.N.R. ....	British Columbia.....	144		
	Totals.....	2,043	66	3.23
A.Q. & W. and Q.O. ....	Quebec.....	11		
A.C. & H. Bay.....	Ontario.....	22		
Algoma Eastern.....	Ontario.....	18		
Blue Diamond Coal Co. ....	Alberta.....	7	5	71.43
E.D. & B.C. ....	Alberta.....	44	5	11.36
Great Northern.....	British Columbia....	18	4	22.22
Kettle Valley.....	British Columbia....	35	3	8.57
Nipissing Central.....	Ontario.....	2		
Q.M. & S. ....	Quebec.....	17		
Temiscouata.....	Quebec.....	8		
W.P. & Yukon Route.....	British Columbia and Yukon.....	32		
	Totals.....	214	17	7.90
Totals all railways.....		3,649	115	3.15

# SUMMARY of Fire Guard Construction and Maintenance by Railways in the Provinces of Manitoba, Saskatchewan, and Alberta, 1926

	Edmonton, Dunvegan and British Columbia and Central Canada	Great Northern	Canadian National	Canadian Pacific	Totals
Length in track miles.....	506.50	127.50	8,178.37	7,204.25	16,016.62
Length in fire guard miles <sup>1</sup> .....	1,013.00	255.00	16,356.74	14,408.50	32,033.24
Fire guards constructed (shown in fire-guard miles)—					
Grain Stubble lands } Fire-guarded	35.00	143.50	1,578.97	1,929.55	3,687.02
Cultivated hay lands } by Owner	4.50	43.00	175.30	200.90	423.70
Fenced grazing lands.....	15.50	38.00	1,451.74	2,601.36	4,106.60
Wild lands.....	9.50	0.50	942.69	1,135.10	2,087.79
Total miles of fire-guards constructed.....	64.50	225.00	4,148.70	5,866.91	10,305.11
Fire Guards not constructed (shown in fire-guard miles)—					
Exemptions <sup>2</sup> .....	671.80	30.00	5,766.03	3,542.23	10,010.06
Owner refuses to allow construction <sup>3</sup> .....			70.30	51.56	121.86
Unnecessary; land already plowed <sup>4</sup> .....	21.90		1,849.23	1,460.20	3,331.33
Grain stubble lands } Not fireguarded	114.40		2,635.35	2,720.31	5,470.06
Cultivated hay lands } by owner <sup>5</sup>	21.30		442.88	166.00	630.18
Miscellaneous other reasons.....	119.10		1,444.25	601.29	2,164.64
Total miles of fire-guards not constructed.....	948.50	30.00	12,208.04	8,541.59	21,728.13

<sup>1</sup>Fire Guard mileage is double the track mileage, since the construction of fire-guards is required on both sides of the track.

<sup>2</sup>Company exempted from fire guard construction, as to portions of line where showing made that such construction is unnecessary or impracticable.

<sup>3</sup>Employees of railway company refused permission, by owner, to enter upon land for purpose of constructing fire-guards.

<sup>4</sup>Fire guarding unnecessary, because fields already plowed.

<sup>5</sup>Fireguarding in grain stubble and in cultivated hay lands required only where the land owner or occupant will undertake to plow guard at the reasonable price specified by the Board, to be paid by the railway company.

## FIRE-GUARD STATISTICS

The statistical fire-guard report for 1926 (preceding), shows an increase during the year of 80.15 track miles in the Prairie Provinces, making a total of 16,016.62 track miles in these three provinces subject to the fireguard requirements. This represents 32,033.24 fire guard miles, since fire guards are required to be maintained on both sides of the track.

Fire-guards constructed or maintained during the year total 10,305.11 miles. Guards not constructed, for various reasons, total 21,728.13 miles. Of the latter, there were exempted by this Department, 10,010.06 miles; owner of land refused to allow construction, 121.86 miles; land already ploughed, 3,331.33 miles; grain stubble and cultivated hay lands not fire guarded by owner, 6,100.24 miles. Thus, as to a total of 19,563.49 miles of fire guards not constructed, the reasons assigned by the railways were considered acceptable, leaving 2,164.64 fire guard miles unaccounted for, of which at least a considerable proportion should presumably have been fire-guarded.



## APPENDIX " F "

## RECORD BRANCH

List of Cases appealed to the Supreme Court of Canada, from February 1, 1904 to December 31, 1926

File No.	Subject	Decision
643	Montreal Terminal Railway <i>vs.</i> Montreal Street Railway, Pius IX Ave., upon question of jurisdiction.....	Allowed
1455	James Bay Ry. <i>vs.</i> G.T.R. undercrossing at a point near Beaverton, Ont lot 13, Con. 7, Twp. of Thorah.....	Dismissed
1492	James Bay Ry. <i>vs.</i> G.T.R. crossing Belt Line Spur, Question of Law.....	Dismissed
383	Ottawa Electric Ry. and City of Ottawa <i>vs.</i> Canada Atlantic Ry., <i>re</i> Bank St. Subway, Ottawa, Question of Law.....	Dismissed
1621	Toronto Ry. Co., against Order 7813, July 3rd, 1909, <i>re</i> high level bridge over Don Improvement and tracks of G.T.R. and C.P.R., Toronto. Question of Jurisdiction.....	Dismissed
588	<i>Re</i> Toronto Union Station, A. R. Williams expropriation. Question of Jurisdiction.....	Dismissed
C. 1680	Essex Terminal Ry. and W.E. & L.S.R. Ry. crossing in Twp. of Sandwich, Ont. Question of law.....	Dismissed
C. 1309	Robinson <i>vs.</i> G.T.R., Two-cent rate. Question of law.....	Dismissed
689	C.P.R. <i>vs.</i> G.T.R. <i>re</i> branch line at London, Ont. Question of Jurisdiction..	Dismissed
1497	T. D. Robinson <i>vs.</i> C.N.R., Spur at Winnipeg. Question of Jurisdiction....	Dismissed
9527	Montreal Street Ry., <i>re</i> rates, Mount Royal Ward. Question of Jurisdiction.	Allowed
C. 1419	Ontario Department of Agriculture <i>vs.</i> G.T.R., <i>re</i> station at Vineland, Ont., Jurisdiction.....	Dismissed
C. 3322	<i>Re</i> Toronto Viaduct Appeal of C.P.R. Co. on Question of Law.....	Dismissed
C. 4897	<i>Re</i> fencing and cattleguards, Order 7473, Appeal of C.N.R. upon question of jurisdiction.....	Allowed
C. 4492	City of Toronto <i>vs.</i> G.T.R. and C.P.R. <i>re</i> commutation rates. Question of law.....	Withdrawn
C. 3378	City of Ottawa and County of Carleton <i>re</i> Richmond Road Viaduct. Question of Jurisdiction.....	Dismissed
C. 2545	G.T.R. and C.N.O.R., <i>re</i> spur in Twp. of Carboro, Ont. Question of Jurisdiction.....	Dismissed
13079	G.T.R. <i>vs.</i> British American Oil Cos., <i>re</i> oil rates. Question of Law.....	Dismissed
C. 3269	G.T.P.R. <i>vs.</i> City of Fort William, Ont., <i>re</i> location. Question of Jurisdiction.....	Dismissed
1319	N. St. C. & T. Ry. <i>vs.</i> Davy. Question of Jurisdiction.....	Dismissed
11965	Clover Bar Coal Co., and Wm. Humberstone <i>vs.</i> G.T.P. and the Clover Bar Sand and Gravel Co. Question of Jurisdiction.....	Allowed
15580	Regina Rates Case. Question of Law.....	Dismissed
12682	G.T.P.R. <i>vs.</i> A. E. Purcell of Saskatoon, Sask. Question of Jurisdiction....	Dismissed
17963	C.P.R. <i>vs.</i> British American Oil Companies. Question of Jurisdiction.....	Dismissed
C. 3269	G.T.R. & C.P.R. <i>vs.</i> Canadian Oil Companies. Question of Jurisdiction...	Dismissed
15530-1	B.C. Elec. Ry., V.V. & E. Ry. <i>vs.</i> City of Vancouver, B.C. Question of Jurisdiction.....	Dismissed
20062	E.B. Chambers and W.B.C. Phair <i>vs.</i> C.P.R. Question of Jurisdiction....	Allowed
27095	C.N.R. <i>vs.</i> Wm. A. Taylor. Jurisdiction.....	Dismissed
1487	G.T.R. <i>vs.</i> City of Edmonton. Question of Law.....	Dismissed
18578	Montreal Tramways and M.P. & I. Ry. <i>vs.</i> Lachine, Jacques Cartier and Maisonneuve Ry. Jurisdiction.....	Allowed.
19435	City of Hamilton <i>vs.</i> T. H. & B. Ry. Jurisdiction.....	Allowed
14329-9	G.T.R. <i>vs.</i> Hepworth Silica Pressed Brick Co. Question of Law.....	Dismissed.
23009	Toronto Ry. Co. and City of Toronto <i>vs.</i> C.P.R. Question of Law and Jurisdiction.....	Dismissed
21428	City of Edmonton <i>vs.</i> E.D. & B.C. Ry. Question of Law.....	Dismissed
12021-70	Ingersoll Tel. Co., and others <i>vs.</i> Bell Tel. Co. Question of Law.....	Dismissed
9437-153	G.T.R. <i>vs.</i> Bourassa of Laprairie, Que. Question of Law and Jurisdiction..	Withdrawn
C. 3935	G.N.W. Telg. Co. submit for opinion of Court, a question of law involved in matter of General Order No. 162.....	Abandoned
16171	Gov't. of Manitoba and J. S. Ashdown Hardware Co., <i>re</i> 15% increase in freight rates. Question of Jurisdiction.....	Abandoned
27524	C.P.R. <i>vs.</i> Dept. of Public Works for Ontario <i>re</i> crossing in Twp. of Kirkpatrick. Question of Law.....	Withdrawn
13622	Esquimalt & Nanaimo Ry. <i>re</i> right of City of Victoria, B.C., to have access over bridge at Victoria Harbour. Question of Jurisdiction.....	Abandoned
27840	Munic. of Burnaby, B.C., <i>vs.</i> British Columbia Elec. Ry. <i>re</i> commutation rates. Jurisdiction.....	Abandoned
26981	City of Toronto <i>vs</i> Toronto Terminal Ry. <i>re</i> pressure pipes under Bay, Scott and Yonge Sts., Toronto. Question of Law.....	Dismissed

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904,  
to December 31, 1926—*Concluded*

File No.	Subject	Decision
C. 3378	Applic. of Mr. Wagenast for a stated case in <i>re</i> Brampton commutation rates. Question of Law.....	Dismissed
C. 2987	Ottawa Elec. Ry. against Order of the Board disallowing proposed increase in passenger rates. Question of Jurisdiction.....	Allowed
21404-6	Board submits stated case for the opinion of the Court on question of jurisdiction in the matter of British Columbia Elec. Ry. Co's application for increased rates.....	Abandoned
28140	Appeal of C.P.R. Co. upon question of law arising out of the application of Dept. of Lands, Forests & Mines, Prov. of Ontario, for an Order directing C.P.R. Co. to provide and construct an overhead crossing at its expense between lots 6 & 7, Con. 1, Twp. of Eton, Ont., April 1st, 1922..... (Appeal allowed with cost. Question answered in the negative.	Allowed
30381	V.V. & E. Ry. & Nav. Co. <i>vs.</i> Vancouver Harbour Commissioners and the C.N. Rys. from Order of the Board No. 31647, dated Oct. 15th, 1921. Question of Jurisdiction.....	Dismissed
31351-1	Application of Luscar Collieries, Ltd. on question of jurisdiction from Order of the Board dated May 23rd, 1924, in matter of Luscar Collieries, Ltd., <i>vs.</i> N.S. McDonald and the C.N. Rys.....	Dismissed
32812-1	Appeal from the Governments of the Provinces of Alberta, Saskatchewan, and Manitoba, from General Order of the Board No. 408, dated Oct. 14th, 1924, <i>re</i> Crow's Nest Pass Rates.....	Allowed
32453	Appeal of the Toronto Transportation Commission from Order of the Board No. 38424, dated Nov. 15th, 1926, upon the ground that as a matter of law the Board had no jurisdiction to order contribution from said Commission in the matter of North West Grade Separation. (Bloor St. Subway, Toronto, Ont.).....	Pending

## SUMMARY

Dismissed.....	31
Allowed.....	10
Abandoned.....	5
Withdrawn.....	3
Pending.....	1
Total.....	50

LIST of appeals to the Governor in Council, February 1, 1904, to December 31, 1926

File No.	Subject	Decision
399	Bay of Quinty Ry. crossing C.P.R. at Tweed, Ont.....	Allowed
1455	James Bay Ry. <i>vs.</i> G.T.R. crossing near Beaverton, Ont.....	Dismissed
1781	G.T.R. <i>vs.</i> City of Chatham, Ont. Street Crossings.....	Dismissed
12992	Maniwaki Beh., C.P.R., train service from Ottawa.....	Referred back
2030	<i>Re</i> Tariffs of certain Yukon Railways.....	Dismissed
17716	C.P.R.—Longue Pointe Spur through Town of Maisonneuve, Que.....	Dismissed
18787	South Hazelton Townsite <i>vs.</i> G.T.P.R. Co.....	Referred back
3452-30	J. Y. Rochester <i>re</i> Cameron Bay <i>vs.</i> G.T.P.R. Co.....	Dismissed
12912	Park Ave. Subway, Town of St. Louis, Que. <i>vs.</i> C.P.R. Co.....	Dismissed
17040	Lambton to Weston Spur and C.P.R.....	Abandoned
C. 3322	Toronto Viaduct Case.....	Dismissed
12021-70	City of Toronto <i>re</i> North Toronto Grade Separation.....	Dismissed
16177	C.P.R. Co. <i>vs.</i> Mountain Lumber Manufacturers' Ass'n. <i>re</i> lumber rates.....	Withdrawn
19024	Charles Miller of Toronto <i>vs.</i> G.T.P.R. Co. <i>re</i> station at Prince George, B.C.....	Dismissed
17716-10	C.P.R. Co. <i>vs.</i> Town of Maisonneuve, Que. Highway Crossings.....	Dismissed
22681-25	City of Montreal <i>vs.</i> C.N.R. Co. siding across Stadacona and Marlboro Sts., Montreal, Que.....	Abandoned
21418	City of Prince George, B.C., <i>re</i> location of G.T.P.R. station between Oak and Ash Sts.....	Dismissed
21660	C.N.O.R. Co. <i>vs.</i> Twp. of Loughboro, Ont.....	Dismissed
26169	C.P.R. & C.N.R. Cos. <i>re</i> interswitching at Eastern Public Cattle Market, Montreal, Que.....	Abandoned
17040	C.P.R. <i>re</i> Lambton to Weston Spur. (2nd Appeal).....	Referred back



List of appeals to the Governor in Council, February 1, 1904, to December 31, 1926.—*Concluded*

File No.	Subject	Decision
27693	City of Hamilton <i>vs.</i> G.T.R. Co. <i>re</i> passenger service on Northern & N. W. Beh. between Hamilton and Burlington Beach and Town of Burlington, Ont.....	Abandoned
27840	Winnipeg Board of Trade <i>re</i> 15% increase in freight rates.....	Dismissed
28439-3	Town of St. Lambert, Que. <i>re</i> increase in rates on the M. & S. C. Ry.....	Dismissed
28230	City of Hamilton, Ont., <i>re</i> Kinnear Yard.....	Referred back
29040-2	National Dairy Council of Canada on behalf of Canadian Association of Ice Cream Manufacturers <i>re</i> classification of ice cream.....	Referred back
C. 955	Proprietors' League of Montreal, <i>re</i> increase in Bell Telephone rates.....	Dismissed
30434	City of Windsor, Ont. for an Order rescinding Order of the Board No. 30028 authorizing C.P.R. Co. to construct tracks of proposed freight shed at grade across unopened portion of Caron Ave., Windsor, Ont.....	Dismissed
29996	City of Toronto, Ont., against General Order No. 308, authorizing a general increase in freight rates.....	Referred back
C. 955	City of Toronto, Ont., against Judgment of the Board dated April 13th, 1921, providing for increase in Bell Telephone rates.....	Referred back
23092-2	C.N.Q. Ry. Co. against Order of the Board No. 31312 <i>re</i> crossing, Pointe aux Trembles Terminal Ry. at Pointe aux Trembles, Que.....	Referred back
30380	Appeal of the Corp. of City of Toronto, Ont. against the Ruling of the Board (General Order No. 327) with respect to express rates.....	Dismissed
30380-13	National Dairy Council of Canada from the decision of the Board and for an Order for the cancellation of the 20% increase in cream rates which was allowed temporarily to express companies in their application of July, 1920.....	Referred back
17112-27	Appeal of the Dominion Millers Assn. from the judgment of the Board, dated March 6th, 1922, in the matter of flour arbitraries over wheat for export.....	Dismissed
29040-2	Appeal of the National Dairy Council of Canada on behalf of Canadian Ice Cream Manufacturers' from Board's Order No. 28883, respecting express classification of ice cream.....	Dismissed
30686-2	Appeal of the Provinces of Alberta and British Columbia from Order of the Board dated June 30th, 1922, (General Order No. 366) in the matter of railway tolls.....	Referred back
30380-13	National Dairy Council of Canada against ruling of the Board of November 21st, 1922, relative to the 20% increase in cream rates.....	Allowed
3025-16	N. St. C. & T. Ry. Co. against Order of the Board No. 33190, dated Dec. 1st, 1922, <i>re</i> relocation of its line on Oak and Merritt Sts., Merrittton, Ont.....	Pending
32812-1	Governments of Alberta, Saskatchewan and Manitoba from General Order of the Board No. 408, dated October 14th, 1924, <i>re</i> Crow's Nest Pass Rates. Allowed until decision of the Supreme Court P.C. 2220 and P.C. 886.....	Allowed
9754-22	Canadian Shippers' Traffic Bureau against Order of the Board No. 36646, dated July 27th, 1925, in the matter of a claim against the G.T.R. Co. for refund of alleged freight overcharges. (P.C. 711).....	Dismissed
30686-2	Appeal of the Governments of the Provinces of British Columbia, Alberta and Saskatchewan from an Order of the Board respecting a change in railway tolls on grain and flour moving to the Pacific Coast.....	Pending

## SUMMARY

Dismissed.....	20
Referred back.....	10
Abandoned.....	4
Withdrawn.....	1
Allowed.....	3
Pending.....	2

Total..... 40

## APPENDIX " G "

LIST OF GENERAL ORDERS AND CIRCULARS OF THE BOARD FOR  
THE YEAR ENDING DECEMBER 31, 1926

## CIRCULAR No. 209

March 10, 1926.

*File No. 21351.1. Pilots on Locomotives*

Referring to the application of the Railway Association for an extension of time for the completion of work required by General Order No. 379, please submit for the information of the Board the total number of road locomotives on your line, number at present equipped with the standard pilot required by General Order No. 379, and number yet to be equipped.

By Order of the Board,

A. D. CARTWRIGHT,  
*Secretary.*

## CIRCULAR No. 210

*Re form of consent given by municipalities, or other corporate bodies, upon application to the Board*

File No. 429.6

April 26, 1926.

I am directed to point out that the attention of the Board has been drawn to a certain laxity that has crept into the form of consent given by municipalities or other corporate bodies upon applications to this Board. That such consent is often given only in writing upon a plan on which is the signature of the mayor, the secretary-treasurer, or the municipal engineer, whereas a body politic cannot give its consent otherwise than by a resolution or a by-law.

I am, therefore, directed by the Board to call the railway companies' attention to this matter and to request that they show cause why an order of the Board should not issue to the effect that in future when the consent of such municipalities or bodies corporate is necessary it should be furnished to the Board in the form of a resolution or a by-law.

By Order of the Board,

A. D. CARTWRIGHT,  
*Secretary.*



## GENERAL ORDER No. 426

*In the matter of the Order of the Board No. 37188, dated December 23, 1925, requiring that the provisions of General Order No. 425, dated the 13th November, 1925, as to amendments to tariffs on high explosives, be put into effect not later than the 8th day of January, 1926; and the application of the Canadian National and the Canadian Pacific Railway Companies for a further extension of time until the evening of February 3, 1926.*

File No. 33502

MONDAY, the 18th day of January, A.D. 1926.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*THOMAS VIEN, K.C., *Deputy Chief Commissioner.*A. C. BOYCE, K.C., *Commissioner.*

Upon hearing the matter at the sittings of the Board held in Montreal, January 8, 1926, in the presence of counsel for the railway companies, and what was alleged, and its appearing that further questions of law and fact would be submitted for the consideration of the Board at its regular sittings at Ottawa on the 2nd day of February 1926; and the understanding that the railway companies, in the meantime, would make their additional submissions, serve them on the parties interested, and be prepared to be heard on the said matter at such sittings,—

*The Board orders:* That the time within which the requirements of the said General Order No. 425 as to amendments to tariffs on high explosives be put into effect be, and it is hereby, extended until the evening of Wednesday, February 3, 1926.

H. A. McKEOWN,

*Chief Commissioner.*

## GENERAL ORDER No. 427

*In the matter of the application of the Canadian Pulpwood Association, hereinafter called the "Applicant," under section 325 of the Railway Act, 1919, for an Order amending the freight tariffs of the Canadian Freight Association and the Canadian Pacific Railway Company applicable to pulpwood, modifying and altering the minimum loads therein defined, on car-load lots, from 90 per cent to 80 per cent of the cubical capacity of the cars, subject to destination measurement, for the purpose of establishing when and in what case such cars are to be considered and taken as fully loaded.*

File No. 19475.79.3

THURSDAY, the 28th day of January, A.D. 1926.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*THOMAS VIEN, K.C., *Deputy Chief Commissioner.*A. C. BOYCE, K.C., *Commissioner.*

Upon hearing the application at the sittings of the Board held in Montreal, Quebec, January 8, 1926, in the presence of counsel for and representatives of

the applicant, the Canadian Freight Association, the Canadian Pulp and Paper Association and the Canadian Pacific and the Canadian National Railway Companies, and what was alleged,—

*The Board orders:* That railway companies subject to the jurisdiction of the Board who publish tariffs naming rates on pulpwood, in carloads, in which the following provision is contained, namely, "Cars will not be considered fully loaded unless containing 90 per cent of their cubical capacity, subject to destination measurement," shall amend the said tariff provision to read, "Cars will not be considered fully loaded unless containing 87 per cent of their cubical capacity, subject to destination measurement"; the said amendment to take effect not later than March 15, 1926.

H. A. McKEOWN,  
*Chief Commissioner.*

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### GENERAL ORDER NO. 428

*In the matter of the General Order of the Board No. 389, dated January 21, 1924, amending General Order No. 78, dated July 14, 1911, prescribing the rules and instructions for the inspection and testing of locomotive boilers and their appurtenances, by striking out clause 36 thereof, with respect to lubricator glass shields, and substituting therefor the clause set forth in the said General Order No. 389.*

File No. 6948.5

MONDAY, the 1st Day of February, A.D. 1926.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

A. C. BOYCE, K.C., *Commissioner.*

C. LAWRENCE, *Commissioner.*

Upon reading what is filed on behalf of the Canadian Pacific, Algoma Central and Hudson Bay, and Quebec Central Railway Companies, the Brotherhood of Locomotive Engineers, and the Brotherhood of Locomotive Firemen and Enginemen; and upon the report and recommendation of its Chief Operating Officer—

*The Board Orders:*

1. That the time within which the changes in the said appurtenances shall be made, be, and it is hereby, further extended until the 1st day of January, 1927.

2. That the said General Order No. 389, dated January 21, 1924, be, and it is hereby, amended by striking out the words, "reinforced plate," in clause 36 of General Order No. 78, as amended by General Order No. 389, and substituting therefor the words, "specially toughened glass."

H. A. McKEOWN,  
*Chief Commissioner.*

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## GENERAL ORDER NO. 429

*In the matter of the General Order of the Board, No. 427, dated January 28, 1926, directing railway companies subject to the jurisdiction of the Board who publish tariffs naming rates on pulpwood, in carloads, in which the following provision is contained, namely: "Cars will not be considered fully loaded unless containing 90 per cent of their cubical capacity, subject to destination measurement," to amend the said tariff provision to read, "Cars will not be considered fully loaded unless containing 87 per cent of their cubical capacity, subject to destination measurements;" the said amendments to take effect not later than March 15, 1926.*

File No. 19475.79.3.

MONDAY, the 15th Day of March, A.D. 1926.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*THOMAS VIEN, K.C., *Deputy Chief Commissioner.*A. C. BOYCE, K.C., *Commissioner.*

Upon reading what is filed on behalf of the Canadian Freight Association—

*The Board Orders:* That the said General Order No. 427, dated January 28, 1926, be amended to provide that amendments to the said tariffs applying to United States destinations become effective April 22, 1926.

H. A. McKEOWN,

*Chief Commissioner.*

## GENERAL ORDER NO. 430

*In the matter of the application of the Canadian Freight Association, under Section 322 of the Railway Act, 1919, for approval of Supplement No. 1 to the Canadian Freight Classification No. 17, as submitted to the Board under date of December 11, 1925.*

File No. 33365.60.

TUESDAY, the 23rd Day of March, A.D. 1926.

S. J. McLEAN, *Assistant Chief Commissioner.*THOMAS VIEN, K.C., *Deputy Chief Commissioner.*A. C. BOYCE, K.C., *Commissioner.*C. LAWRENCE, *Commissioner.*Hon. FRANK OLIVER, *Commissioner.*

Whereas notice has been given by the Canadian Freight Association in the *Canada Gazette*, as required by section 322 of the Railway Act, 1919, and copies of the said Supplement were furnished to the mercantile organizations enumerated in the general orders of the Board Nos. 271, 348, and 353, with request that their objections, if any, be filed with the Board within thirty days;

Upon consideration of the said objections; and upon the hearing of the application at the sittings of the Board held in Ottawa, February 16, 1926, in the presence of representatives of the Canadian Freight Association, the Canadian Manufacturers' Association, the Retail Merchants' Association, and the Northern Electric Company, and what was alleged; and upon the report and recommendation of its Chief Traffic Officer,—

*The Board Orders:* That the said Supplement No. 1 to the Canadian Freight Classification No. 17, on file with the Board under file No. 33365.60, be, and it is hereby, approved, subject to the following changes and additions, namely:—

Item	Page		LCL	CL
22-23	3	Change to read— Bowling Alley Outfits— Floors or Tracks, plain or with box end and sides, Back Stops, Divisions, Kickbacks, Pin Setter Attachments, Pin Spotters, Posts and Returnway Racks, K.D.— In boxes, bundles or crates.....	2	
Add	4	In packages named, straight or mixed C.L., or in mixed C.L. with Bowling Balls, Bowling Pins, Score Boards, wooden, or Score Tablets, paper, in boxes or crates, min. wt. 24,000 lbs., subject to Rule 7.....		5
	4	Change Item 12, page 61 of Classification to read— Brick: Enamelled or Glazed— In barrels, boxes or crates.....	3	5
10	5	Loose or in packages, C.L., min. wt. 30,000 lbs.....		
	5	Change to read— Chimney Flues or Chimney Pipe, clay— Loose— Weighing each less than 15 lbs.....	3	
		Weighing each 15 lbs. or over.....	4	
		In barrels, boxes or crates.....	4	
12	5	Loose or in packages, C.L., min. wt. 30,000 lbs.....		10
	5	Change to read— Chimney or Flue Linings, clay— Loose— Weighing each less than 15 lbs.....	3	
		Weighing each 15 lbs. or over.....	4	
		In barrels, boxes or crates.....	4	
Add	7	Loose or in packages, C.L. min. wt. 30,000 lbs.....		10
	7	Add the following item— Electrical Appliances and Supplies— Wire Strand, iron or steel— In barrels, boxes or coils, or on reels.....	3	
6	10	In packages named, C.L., min. wt. 36,000 lbs.....		5
	10	Change to read— Door Hangers, Door Hanger Stays or Stay Rollers, Rail Brackets or Holders, Iron or steel, plain, japanned, or brass, bronze or copper coated— In barrels or boxes.....	3	
		In barrels, boxes or bundles, C.L., min. wt. 30,000 lbs.....		5
Add	10	Change Item 24, page 150 of the Classification to read— Hardware— Wire Fencing, with Steel Posts and Tubular Railing (see Note)— In bundles or rolls.....	3	
		Loose or in packages, C.L., min. wt. 24,000 lbs., subject to Rule 7.....		5
		NOTE.—With shipments of Wire Fencing there may be accepted at the rates and C.L. min. wt. applicable on the Wire Fencing, barbed wire, coiled spring wire, staples, stretchers and brace wire, the combined weight not to exceed 20 per cent of the weight of the Wire Fencing.		
Add	10	Change Item 52, page 154 of the Classification to read— Hardware— Pipe, Lead— In wrapped coils.....	3	
		On slatted reels.....	3	
		In barrels, boxes or crates.....	3	
2	11	In packages named, C.L., min. wt. 36,000 lbs.....		5
	11	Change to read— Solder, N.O.I.B.N.— In bags.....	3	
		In barrels or boxes.....	3	
		In packages named, C.L., min. wt. 36,000 lbs.....		5
Add	14	Change Item 28, page 190 of the Classification to read— Steam or Oil Separators, N.O.I.B.N.— Loose or on skids.....	2	
		In barrels, boxes or crated.....	2	
		In packages, loose or on skids, C.L., min. wt. 24,000 lbs., subject to Rule 7.....		5



Item	Page		LCL	CL
4	15	Change to read— Plates, Piano, iron or steel, O.R.B.— Loose.....	2 3	
		In boxes or crates.....		5
		Loose or in packages, C.L., min. wt. 30,000 lbs.....		
30	15	Change to read— Guns, Machine ( <i>see</i> Note 1)— In boxes.....	1	
		In boxes, C.L., Min. wt. 30,000 lbs.....		3
10	17	Change to read— Radio Receiving Sets and Radio Parts—		
12		Radio Receiving Sets ( <i>see</i> Note)— In boxes.....	1½	
		In boxes, C.L., min. wt. 16,000 lbs., subject to Rule 7.....		2
13		Radio Receiving Sets and Desks or Tables combined ( <i>see</i> note)— In boxes or crates.....	D-1	
		In boxes or crates, C.L., min. wt. 16,000 lbs., subject to Rule 7.....		2
14		Radio Bulbs or Tubes— Packed in boxes.....	2½	
		Packed in boxes, C.L., min. wt. 14,000 lbs., subject to Rule 7.....		1
16	17	Radio Amplifying Horns, without bases— In boxes.....	1½	
		In boxes, C.L., min. wt. 12,000 lbs., subject to Rule 7.....		1
18		Radio Loop Aerials, in boxes.....	1½	
20		Radio or telephone loud speakers or talkers, with or without bases ( <i>see</i> Note)— In boxes.....	1½	
		In boxes, C.L., min. wt. 16,000 lbs., subject to Rule 7.....		2
22		Radio Sets and Talking Machines combined— In boxes.....	1½	
		In boxes, C.L., min. wt. 16,000 lbs., subject to Rule 7.....		2
		NOTE.—A sufficient number of radio bulbs or tubes to initially equip the article may be included at same ratings (whether packed with the article or separately).		
8-14	18	Change to read— Silk, Artificial or Natural, when value is declared in writing by the shipper in accordance with the following— Artificial Silk Filaments, spun or thrown, including Yarn or Warp, subject to Rule 29— When declared value does not exceed \$1.00 per pound..	1 1½	
		When declared value exceeds \$1.00 per pound.....		
		Natural— Raw, subject to Rule 29— When declared value does not exceed \$1.00 per pound	1 1½	
		When declared value exceeds \$1.00 per pound.....		
		Spun, Schappe, or Thrown, including Organzine, Singles, Tram, Warp or Yarns, subject to Rule 29— When declared value does not exceed \$1.00 per pound.	1	
		When declared value exceeds \$1.00 per pound.....	1½	
Rule 3	1	Rule 3 to be amended by the addition of Section No. 6, reading as follows— Section 6. The progression above first-class is 1½, 1½, D1, 2½t1, 3t1, 3½t1, 4t1, 4½t1, 5t1, 5½t1..		

THOMAS VIEN,

Deputy Chief Commissioner.

## GENERAL ORDER NO. 431

*In the matter of the General Order of the Board No. 379, dated April 4, 1923, amending the "Rules Relative to the Inspection of Locomotives and Tenders," prescribed by General Order No. 289, dated March 24, 1920, with regard to the equipping of locomotives with pilots.*

File No. 21351.1.

THURSDAY, the 29th Day of July, A.D. 1926.

S. J. McLEAN, *Assistant Chief Commissioner.*

A. C. BOYCE, K.C., *Commissioner.*

C. LAWRENCE, *Commissioner.*

Upon reading what is filed on behalf of the Railway Association of Canada and the Père Marquette Railway Company; and upon the report and recommendation of its Chief Operating Officer,—

*The Board Orders:*

1. That the time within which the Canadian National Railways, the Canadian Pacific Railway Company, the Michigan Central Railroad Company, and the Quebec Central Railway Company shall comply with the requirements of the said General Order No. 379, dated April 4, 1923, be, and it is hereby, extended until the 31st day of December, 1927.

2. That the time within which the Père Marquette Railway Company shall comply with the requirements of the said General Order No. 379 be extended until the 31st day of December, 1926.

3. That all the said railway companies report quarterly to the Board how many engines have been equipped with pilots so as to comply with General Order No. 379.

S. J. McLEAN,

*Assistant Chief Commissioner.*

## GENERAL ORDER No. 432

*In the matter of the application of the National Explosives, Limited, of Ottawa, Ontario, for an Order granting relief from the freight rate conditions governing the shipment of less than carload lots of explosives east of Winnipeg, except on the line of the Ottawa and New York Railway.*

File No. 1717.30.

FRIDAY, the 13th day of August, A.D. 1926.

S. J. McLEAN, *Assistant Chief Commissioner.*

A. C. BOYCE, K.C., *Commissioner.*

C. LAWRENCE, *Commissioner.*

Upon hearing the application at the sittings of the Board held in Ottawa, May 18, 1926, in the presence of representatives of the applicant company, the Canadian Freight Association, and the Canadian Pacific and Canadian National Railways, and what was alleged; and upon the report and recommendation of its Chief Traffic Officer,—

*The Board orders:* That the Canadian Pacific, Canadian National, Central Vermont, Dominion Atlantic, Montreal and Southern Counties, Napierville Junction, Nipissing Central, Quebec Central, Quebec, Montreal and Southern, Quebec Railway, Light and Power, Temiscouata, Atlantic, Quebec and Western, and Quebec Oriental Railway Companies amend their tariffs applying on high explosives, effective not later than the 30th day of August, 1926, so that the rates



published therein on high explosives, in less than carloads, shall not exceed double first-class current tariff rates, with a minimum charge of six dollars (\$6) for a single shipment. Tariff provisions now in effect by any of the railway companies subject to the jurisdiction of the Board, east of Port Arthur, Ont., naming lower rate minima on high explosives than above specified, are not to be increased as a result of this order.

S. J. McLEAN,  
*Assistant Chief Commissioner.*

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GENERAL ORDER No. 433

*In the matter of the General Order of the Board No. 379, dated April 4, 1923, amending the Rules Relative to the Inspection of Locomotives and Tenders, prescribed by General Order No. 289, dated March 24, 1920, with respect to the equipment of locomotives in road service with pilots.*

File No. 21351.1.

FRIDAY, the 17th day of September, A.D. 1926.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

A. C. BOYCE, K.C., *Commissioner.*

Upon reading what is filed on behalf of the Northern Pacific Railway Company, and the report and recommendation of its Chief Operating Officer,—

*The Board orders:* That the said General Order No. 379, dated April 4, 1923, as amended by General Order No. 390, dated January 25, 1924, and General Order No. 396, dated March 10, 1924, be, and it is hereby further amended by inserting the words, "Northern Pacific," after the word "Rutland," in the last paragraph of the order.

H. A. McKEOWN,  
*Chief Commissioner.*

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GENERAL ORDER No. 434

*In the matter of the General Order of the Board No. 289, dated March 24, 1920, prescribing rules relative to the inspection of locomotives and tenders, attached thereto marked "A"; and General Orders Nos. 379, 390, 396, 431, and 433, dated respectively April 4, 1923; January 25, 1924; March 10, 1924; July 29, 1926; and September 17, 1926,—amending the "Rules Relative to the Inspection of Locomotives and Tenders," in so far as the same relate to pilots.*

File No. 21351.1.

TUESDAY, the 16th day of November, A.D. 1926.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

THOMAS VIEN, K.C., *Deputy Chief Commissioner.*

A. C. BOYCE, K.C., *Commissioner.*

C. LAWRENCE, *Commissioner.*

Hon. FRANK OLIVER, *Commissioner.*

Upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:*

1. That the "Rules Relative to the Inspection of Locomotives and Tenders," prescribed by the said General Order No. 289, dated March 24, 1920, be amended by striking out the last paragraph thereof and substituting therefor the following, namely:—

*Pilots.*—All locomotives in road service shall be equipped with pilots projecting not less than 24½ inches from the back of the upright which the pilot is built on, to the nose of the pilot; the minimum height from the rail to be three inches and the maximum six inches, securely attached, adequately braced, and maintained in a safe and suitable condition for service.

Locomotives operating in strictly international service on the lines of the Boston and Maine, Delaware and Hudson, and Rutland Railroad Companies, and the Northern Pacific, Central Vermont, Great Northern, and New York Central Railway Companies shall be equipped with pilots; the minimum height from the rail to be three inches and the maximum six inches, of such dimensions as may be permitted by inspection rules and regulations of the Interstate Commerce Commission, securely attached, adequately braced, and maintained in a safe and suitable condition for service.

2. That the said General Orders Nos. 379, 390, 396, 431, and 433 made herein be rescinded.

H. A. McKEOWN,  
*Chief Commissioner.*

#### GENERAL ORDER No. 435

*In the matter of the consideration of the question of proposed regulations governing the location of loading racks and unloading points for gasoline, Naphtha, or any inflammable liquid with flash point below 30° F.*

File No. 28638.2

THURSDAY, the 2nd Day of December, A.D. 1926.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

THOMAS VIEN, K.C., *Deputy Chief Commissioner.*

C. LAWRENCE, *Commissioner.*

Hon. FRANK OLIVER, *Commissioner.*

Upon hearing the matter at the sittings of the Board held in Ottawa, March 2, 1926, in the presence of counsel for and representatives of the Railway Association of Canada, the Canadian National Railways, Canadian Pacific Railway Company, Michigan Central Railroad Company, Canadian Bureau of Explosives, Imperial Oil, Limited, and McColl Brothers, Limited, and what was alleged; and upon the report of its Chief Operating Officer,—

*The Board orders:* That the following regulations governing the location of loading racks and unloading points for gasoline, naphtha, or any inflammable liquid with flash point below 30° F. be, and they are hereby, authorized for the observance of railway companies subject to the jurisdiction of the Board, namely:—

#### PART I

RULES GOVERNING THE LOCATION OF NEW LOADING RACKS AND NEW UNLOADING POINTS FOR CASINGHEAD GASOLENE, REFINERY GASOLENE, NAPHTHA, OR ANY INFLAMMABLE LIQUID WITH FLASH POINT BELOW 30° F., ESTABLISHED SUBSEQUENT TO JANUARY 5, 1920

The location of new loading racks and unloading points for volatile inflammable liquids is considered of great importance, and there is at present lack of



uniformity in the enforcement of proper safeguards for the protection of life and property. The following rules cover the location of new installations, but are not applicable to present locations.

For the purpose of these rules, casinghead gasoline is defined to be any mixture containing a condensate from casinghead gas or natural gas obtained by either the compression or the absorption process, and having a vapor tension in excess of 8 pounds per square inch.

#### *Loading*

1. (a) New loading racks for refinery gasoline, benzine, naphtha, or any liquid (other than casinghead gasoline) with flash point below 30° F. must not be located nearer than 50 feet to a track over which passenger trains are moved.

(b) New loading racks for casinghead gasoline must be located not less than 100 feet distant from a track over which passenger trains are moved. A retaining wall, dike, or earthen embankment shall be placed between the installation and the track, so constructed as affectually to prevent liquids from flowing on to the track in case of accident.

(c) In loading casinghead gasoline, the tank car and the storage tank shall be so connected as affectually to permit the free flow of the gasoline vapours from the tank car to the storage tank, and positively to prevent the escape of these vapours to the air, or the vapours must be carried by a vent line to a point not less than 100 feet distant from the nearest track over which passenger trains are moved.

#### *Unloading*

2. (a) When new unloading points requiring railroad service for the unloading of tank cars of refinery gasoline, benzine, naphtha, or any liquid (other than casinghead gasoline) with flash point below 30° F. are required, the location shall be subject to negotiation between the carrier and the interested oil company.

(b) New locations for the unloading of casinghead gasoline shall be placed a minimum distance of 100 feet from a track over which passenger trains are moved. A retaining wall, dike, or earthen embankment shall be placed between the installation and the track, so constructed as affectually to prevent liquids from flowing on to the track in case of accident.

#### *Storage*

3. (a) These regulations apply only to aboveground tanks for which railroad service is required. Underground tanks should be considered by interested railroads as occasion may arise. All storage tanks will be considered aboveground unless they are buried so that the top of the tank is covered with at least three feet of earth.

(b) All tanks should be set upon a firm foundation.

(c) Each tank over 1,000 gallons in capacity shall have all manholes, handholes, vent openings, and other openings which may emit inflammable vapour, provided with 20 by 20 mesh brass wire screen or its equivalent, so attached as to completely cover the openings and be protected against clogging. These screens may be made removable, but should be kept normally firmly attached. Such a tank must also be properly vented or provided with a suitable safety valve, set to operate at not more than 5 pounds per square inch for both interior pressure and vacuum. Manhole covers kept closed by their weight only will be considered satisfactory.

(d) Tanks used with a pressure discharge system must have a safety valve set at not more than one-half of the pressure to which the tank was originally tested.

(e) Tanks containing over 500 gallons and not exceeding 18,000 gallons of gasoline, benzine, naphtha, casinghead gasoline, or any liquid with flash point below 30° F., must be located not less than 80 feet from a track over which passenger trains are moved.

(f) For capacities exceeding 18,000 gallons, the following distances shall govern:—

Capacity of tanks (in gallons)	Minimum distance from a track over which passenger trains are moved
18,000 to 30,000	80 feet
30,001 to 48,000	90 feet
48,001 to 100,000	110 feet
100,001 to 150,000	110 feet
150,001 to 250,000	120 feet
250,001 to 500,000	150 feet
Over 500,000	200 feet

(g) Where practicable, tanks should be located on ground sloping away from railroad property. Tanks must be surrounded by dikes of earth, or concrete, or other suitable material, of sufficient capacity to hold all the contents of the tanks, or of such nature and location that in case of breakage of the tanks the liquid will be diverted to points such that railroad property and passing trains will not be endangered.

#### General

4. (a) In measuring distance from any railroad track to an installation for loading or unloading tank cars, the measurements shall be taken from near rail to near rail opposite centre of spotted car.

(b) During the time that the tank car is connected by loading or unloading connections, there must be signs placed on the track or car so as to give necessary warning. The party loading or unloading the tank car is responsible for furnishing, maintaining and placing these signs, and the same party alone has authority to remove them. Tank cars thus protected must not be coupled to or moved. Other cars must not be placed on the same track so as to intercept the view of these signs, without first notifying the party who placed the signs. Before these signs are removed, even temporarily, the party authorized to move them must securely close the outlet valve of the tank car. The outlet valve must not be opened until the tank car is properly protected by signs. Such signs must be at least 12 x 15 inches in size and bear the words "STOP—Tank Car connected!" or, "STOP—Men at Work!", the word "STOP" being in letters at least 4 inches high and the other words in letters at least 2 inches high. The letters must be white on a blue background.

These requirements are in conformity with rule 26 of the General Train and Interlocking Rules for Single Track, which generally provide as follows:—

A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car, or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved, and other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

Workmen will display the blue signals and the same workmen are alone authorized to remove them.

(c) In laying pipe lines on railroad property for the loading or unloading of tank cars, they must be laid at a depth of at least three feet, and at points where such pipe lines pass under tracks, they must be laid at least four feet below the bottom of the ties.

(d) All connections between tank cars and pipe lines must be in good condition and must not permit any leakage. They must be frequently examined by the railway company and replaced by the owner or industry when they



become worn, in order to insure at all times absolutely tight connections. Tank cars must not be left connected to pipe lines except when loading or unloading is going on and while a competent man is present and in charge.

(e) Except when closed electric lights are available, the loading or unloading of tank cars shall not be permitted except during daylight when artificial light is not required. The presence of flame lanterns, nearby flame switch lights, or other exposed flame lights or fires during the process of loading or unloading is prohibited.

(f) Railway companies shall require hopper doors, dampers, and fire box doors of locomotives in switching service to be closed while passing, and on all locomotives stopping opposite tank cars or cars on the next adjoining track bearing signs as per clause 4 (b); also in every case where a locomotive couples to a tank car at a loading or unloading point.

## PART II

RULES TO BE OBSERVED IN THE OPERATION OF LOADING, UNLOADING, AND STORAGE FACILITIES ESTABLISHED PRIOR TO JANUARY 5, 1920, FOR THE HANDLING OF CASINGHEAD GASOLENE, REFINERY GASOLENE, NAPHTHA, OR ANY OTHER INFLAMMABLE LIQUID WITH A FLASH POINT BELOW 30° F.

The operation of loading, unloading, and storage facilities for inflammable liquids is of importance, and uniformity in the observance of proper safeguards for the protection of life and property is desirable.

The following rules apply only to facilities established prior to January 5, 1920. The rules governing location and operation of facilities established since January 5, 1920, are contained in Part I hereof.

For the purpose of these rules, casinghead gasolene is defined to be any mixture containing a condensate from casinghead gas, or natural gas obtained by either the compression or the absorption process, and having a vapour tension in excess of 8 pounds per square inch.

### *Loading*

1. In loading casinghead gasolene, the tank car and the storage tank shall be so connected as effectually to permit the free flow of the gasolene vapours from the tank car to the storage tank, and positively to prevent the escape of these vapours to the air, or the vapours must be carried by a vent line to a point not less than 100 feet distant from the nearest track over which passenger trains are moved.

### *Unloading*

2. Where old installations for unloading casinghead gasolene are located within 75 feet of a track over which passenger trains are moved, a retaining wall, dike, or earthen embankment shall be placed between the installation and the track, so constructed as effectually to prevent liquids from flowing on to the track in case of accident.

### *Storage*

3. (a) These regulations apply only to aboveground tanks for which railroad service is required. All storage tanks will be considered above ground unless they are buried so that the top of the tank is covered with at least three feet of earth.

(b) All tanks should be set upon a firm foundation.

(c) Each tank over 1,000 gallons in capacity shall have all manholes, handholes, vent openings, and other openings which may emit inflammable vapour,

provided with 20 by 20 mesh brass wire screen, or its equivalent, so attached as completely to cover the openings and be protected against clogging. These screens may be made removable, but should be kept normally firmly attached. Man-hole covers, when equipped with suitable gaskets, may be kept normally locked down, and need not be provided with screens. Such a tank must be properly vented or equipped with a suitable safety valve set to operate at not more than five pounds per square inch for both interior pressure and vacuum. Manhole covers kept closed by their own weight only will be considered satisfactory.

(d) Tanks used with a pressure discharge system must have a safety valve set at not more than one-half of the pressure to which the tank was originally tested.

(e) Any tank located within 200 feet of a track over which passenger trains are moved and not on ground sloping away from railroad property must, when practicable, be protected by dikes of earth, or concrete, or other suitable material, so that any liquid escaping from the tank will be held or diverted away from railroad property.

### *General*

4. (a) In measuring distance from any railroad track to an installation for loading or unloading tank cars, the measurements shall be taken from near rail to near rail opposite centre of spotted car.

(b) During the time that the tank car is connected by loading or unloading connections there must be signs placed on the track, or car, so as to give necessary warning. The party loading or unloading the tank car is responsible for furnishing, maintaining, and placing these signs, and the same party alone has authority to remove them. Tank cars thus protected must not be coupled to or moved. Other cars must not be placed on the same track so as to intercept the view of these signs, without first notifying the party who placed the signs. Before these signs are removed even temporarily, the party authorized to move them must securely close the outlet valve of the tank car. The outlet valve must not be opened until the tank car is properly protected by signs. Such signs must be at least 12 by 15 inches in size, and bear the words "STOP—Tank Car Connected!", or "STOP—Men at Work!", the word "STOP" being in letters at least 4 inches high and the other words in letters at least 2 inches high. The letters must be white on a blue background.

These requirements are in conformity with rule 26 of the General Train and Interlocking Rules for Single Track, which generally provide as follows:—

A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car, or train, indicates that workmen are under or about it. When thus protected, it must not be coupled to or moved, and other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

Workmen will display the blue signals and the same workmen are alone authorized to remove them.

(c) Existing aboveground pipe lines on railroad property for the loading or unloading of tank cars should if required by the railroad in the interest of safety, be laid underground. If practicable these pipe lines should be laid at a depth of at least three feet, and at points where such pipe lines pass under tracks they should be laid at least four feet below the bottom of the ties.

(d) All connections between tank cars and pipe lines must be in good condition and must not permit any leakage. They must be frequently examined by the railway company and replaced by the owner or industry when they become worn, in order to insure at all times absolutely tight connections. Tank cars must not be left connected to pipe lines except when loading or unloading is going on and while a competent man is present and in charge.



(e) Except when closed electric lights are available, the loading or unloading of tank cars shall not be permitted except during daylight when artificial light is not required. The presence of flame lanterns, nearby flame switch lights, or other exposed flame lights or fires during the process of loading or unloading is prohibited.

(f) Railway companies shall require hopper doors, dampers, and fire-box doors of locomotives in switching service to be closed while passing, and on all locomotives stopping opposite tank car or cars on the next adjoining track bearing signs as per clause 4 (b); also in every case where a locomotive couples to a tank car at a loading or unloading point.

H. A. McKEOWN,  
*Chief Commissioner.*

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#### GENERAL ORDER No. 436

*In the matter of the General Order of the Board No. 403, dated June 6, 1924, as amended by General Order No. 412, dated December 19, 1924, requiring railway companies subject to the jurisdiction of the Board to install electric lights in the classification and marker lamps of all locomotive engines in service which are now, or in future may be, equipped with electric light installations; all engines put in service in the future with electric light installations to have the electric light installed in the classification and marker lamps before entering the service; and all engines now in the service and so equipped to have electric lights placed in the classification and marker lamps not later than December 31, 1925:*

File No. 6511.8

WEDNESDAY, the 15th day of December, A.D. 1926.

Hon. H. A. McKEOWN, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

THOMAS VIEN, K.C., *Deputy Chief Commissioner.*

A. C. BOYCE, K.C., *Commissioner.*

C. LAWRENCE, *Commissioner.*

Upon reading the application of the Canadian Pacific Railway Company for a rehearing of the question of marker lamps, and what has been filed on behalf of the Brotherhood of Locomotive Firemen and Enginemen and the Brotherhood of Locomotive Engineers as to non-compliance with the provisions of the said General Order No. 403,—

*The Board orders:* That the application, in so far as the same relates to marker lamps, be reheard before the Board at such time and place as may be ordered; and that in the meantime, and pending such rehearing and decision thereon, that part of the said General Order No. 403 relating to marker lamps be suspended.

S. J. McLEAN,  
*Assistant Chief Commissioner.*





# INDEX OF JUDGMENTS

## A

	PAGES No.
Algoma Eastern Ry. Co., and Dept. of Northern Development of Ontario—Highway crossings—Twp. of Merritt, Dist. of Manitoulin, Ont.	68
Allocation Cost—Main Street bridge, York, Ont.,—G.T.R. Co. (C.N. Rys.)	25
Alternative routing via St. John and Ste. Rosalie Jct.—Bds. of Trade of Halifax, N.S., and St. John and Sackville, N.B., et al, vs. C.N. Rys.	10-87

## B

Board of Trade, Moose Jaw, Sask.—Use by C.N. Rys. of Outlook Branch of C.P.R.	112
Bolland (Ellen), vs. C.N. Rys.— <i>Re</i> Expropriation of land	8-44
Bridge—Reconstruction—City of Windsor, Ont., vs. C.P.R. Co. (Ont. & Que. Ry.)	9-95
Bridge (C.N. Rys.) across S. Saskatchewan River at St. Louis, Sask.—Use of vehicular traffic—Dept. of Highways, Saskatchewan	10-85
Bridgetown and Port Wade, N.S.—Train Service—C.N. Rys.	69
British Columbia Tel. Co. and Cowichan Ratepayers Assn., Cowichan Station, B.C., <i>re</i> Boundary between Cobble Hill and Duncan Exchange	21
British Columbia Tel. Co.—Increased tolls—Point Grey Exchange	57
Brownlee (John) & Co., Galt, Ont.—Refund—Demurrage charges—Car of Coal—C.N. Rys.	80

## C

C.N. Rys., and Ellen Boland—Expropriation of land, Toronto	8-44
C.N. Rys.—Permission to cross Outlook Branch of C.P.R.—Moose Jaw, Sask.	112
C.N. Rys.—Train Service—Bridgetown and Port Wade, N.S.	69
C.P.R. Co., and Red Deer Valley Co. Ltd.—Rebuilding mine spur	37
Canadian Shippers' Traffic Bureau—Rates—Carloads of <i>wood-pulp</i> from Bathurst, N.B., etc., to Toronto—C.N. Rys.	8-99
Coal and Coke—Niagara Frontier to Toronto, etc.—Freight rates—Discrimination against Weston—Standard Hardwood Lumber Co.	15
Consolidated Rendering Co., Boston, Mass.—Ruling—Demurrage charge—Fertilizer materials—Lowell, Mass., to points in Quebec—C.N. Rys.	83
Cost—Allocation—Main Street bridge, York, Ont.—G.T.R. Co. (C.N. Rys.)	25
Cost (Distribution), North West Grade Separation, Toronto	134
Cowichan Ratepayers Assn., Cowichan Station, B.C. vs. B.C. Tel. Co. <i>re</i> boundary Cobble Hill and Duncan Exchanges	21
Crossings (highway)—Twp. of Merritt, Dist. of Manitoulin, Ont.—Dept. of Northern Development Ontario vs. Algoma Eastern Ry. Co.	68

## D

Delivery (free wagon) Service—Parish of Lancaster—Dom. and Can. National Express Cos.	9-93
Demurrage charges—Refund—Car of Coal—Brownlee & Co., Galt, Ont., vs. C.N. Rys.	80
Demurrage charges—Fertilizer materials—Lowell, Mass., to points in Quebec—Consolidated Rendering Co., Boston, Mass., vs. C.N. Rys.	83
Dept. of Highways for Saskatchewan—Use of C.N.R. bridge across S. Saskatchewan River at St. Louis, Sask., for vehicular traffic	10-87
Dept. of Northern Development Ontario vs. Algoma Eastern Ry. Co.—Highway Crossings—Twp. of Merritt, Dist. of Manitoulin, Ont.	68
Distribution of Cost—North West Grade Separation, Toronto	134
Dominion Millers' Assn., Toronto, vs. C.P.R. Co. and C.N. Rys.—Stop-off charge—Bulk export grain rate—Fort William to Atlantic Seaboard	75
Duncan and Cobble Hill Exchanges—Boundary between Cowichan Ratepayers' Assn., Cowichan, B.C., vs. B.C. Tel. Co.	21

## E

Export Grain Rate—Fort William, Ont., to Atlantic Seaboard—Stop-off charge—Dom. Millers' Assn. vs. C.P.R. Co. and C.N. Rys.	75
Explosives (high)—Rate—East of Winnipeg—National Explosives, Ltd., Ottawa	81
Expropriation land, Toronto—C.N. Rys., and Ellen Boland	8-44

	PAGES No.
<b>F</b>	
Fares—Increased—Towns of Thorold, Merritton, and Village of Port Dalhousie, Ont.— N. St. C. & T. Ry.....	33
Fertilizer Materials—Shipments—Lowell, Mass., to points in Quebec—Demurrage charges—Consolidated Rendering Co., Boston, Mass. vs. C.N. Rys.....	83
Free Wagon Delivery Service—Parish of Lancaster, N.B., Dom. and Can. National Express Cos.....	9-93
<b>G</b>	
Grand Piles, Que., Relocation—Station—C.P.R. Co.....	8-79
<b>H</b>	
Halifax Board of Trade, et al—Alternative Routing via St. John and Ste. Rosalie Jct.— C.N. Rys.....	10-87
Heated Car Service—St. John to Edmundston, N.B.—J. A. Kelly, St. John, vs. C.P.R..	72
Hereford Ry. Co.—Operation of Ry.—Minister of Railways and Canals.....	42
<b>K</b>	
Kelly, J. A., St. John, N.B.—Heated Car Service—St. John to Edmundston, N.B.— C.P.R. ....	72
<b>L</b>	
Lancaster (Parish), N.B.—Free Wagon Delivery Service—Dom. & Can. National Express Cos.....	9-93
Lauder Extension of C.P.R.—Train Service at Tilston, Man.—U.F. of Manitoba.....	128
Level Highway Crossings—Slow Order—Railway Association of Canada.....	17
<b>M</b>	
Main Street bridge, York, Ont.—Allocation Cost—G.T.R. Co. (C.N. Rys.).....	25
Merritt (Twp.), Dist. of Manitoulin, Ont.—Highway Crossings—Dept. of Northern Development Ontario vs. Algoma Eastern Ry.....	68
Minister of Railways and Canals vs. Hereford Ry. Co.—Operation of Railway.....	42
Moose Jaw, Sask., Board of Trade—Use by C.N. Rys. of Outlook Branch of C.P.R....	112
<b>N</b>	
National Explosives, Ltd., Ottawa—Rate—High Explosives—East of Winnipeg.....	81
N. St. C. & T. Ry.—Increased Fares—Towns of Thorold, Merritton, and Village of Port Dalhousie, Ont.....	33
Northwest Grade Separation, Toronto—Distribution of Cost.....	134
<b>O</b>	
Operation of Railway—Hereford Ry. Co. vs. Minister of Railways and Canals.....	42
Outlook Branch of C.P.R.—Use by C.N. Rys.—Moose Jaw Board of Trade, Sask....	112
<b>P</b>	
Parish of Lancaster, N.B.—Free Wagon Delivery Service—Dom. and Can. National Express Cos.....	9-93
Point Grey (Corp.), B.C., vs. B.C. Tel. Co.—Tolls.....	57
Port Dalhousie (Vill.) and Towns of Thorold and Merritton, Ont.—Increased fares— N. St. C. & T. Ry.....	33
<b>R</b>	
Railway Association of Canada—Slow Order—Level Highway Crossings.....	17
Rates—Coal and Coke—Niagara Frontier to Toronto, Mt. Dennis and Weston, Ont.— Standard Hardwood Lumber Co....	15
Rate—High Explosives—East of Winnipeg—National Explosives Ltd., Ottawa,—.....	81



	PAGES No.
R	
Rates—Wood-pulp—Bathurst, N.B., etc., to Toronto—Canadian Shippers' Traffic Bureau vs. C.N. Rys.....	8-99
Reconstruction—Bridge (Wyandotte St.)—Windsor, Ont.—C.P.R. (Ont. & Que. Ry.)..	9-95
Red Deer Valley Coal Co., Ltd., vs. C.P.R. Co.—Rebuilding mine spur.....	37
Refund—Demurrage Charges—Car of Coal—Brownlee & Co., Galt, Ont., vs. C.N. Rys..	80
Relocation—Station—Grand Piles, Que.—C.P.R. Co.....	8-79

## S

St. John to Edmundston, N.B.—Heated Car Service—J. A. Kelly vs. C.P.R.....	72
St. John, N.B. Board of Trade, et al—Alternative Routing via St. John and Ste. Rosalie Jct.—C.N. Rys.....	10-87
St. Louis, Sask.—Use for vehicular traffic of C.N. Rys. bridge across S. Saskatchewan River—Dept. of Highways of Saskatchewan.....	10-85
Ste. Rosalie Jct., and St. John, N.B.—Alternative Routing—Boards of Trade of Halifax, N.S., and Sackville, N.B., et al. vs. C.N. Rys.....	10-87
South Saskatchewan River Bridge at St. Louis, Sask.—C.N. Rys.—Use for Vehicular Traffic—Dept. of Highways, Saskatchewan.....	10-85
Spur (Mine)—Rebuilding—Red Deer Valley Coal Co. vs. C.P.R. Co.....	37
Standard Hardwood Lumber Co., Weston, Ont.—Rates—Coal and Coke—Niagara Frontier to Toronto, Mt. Dennis and Weston—Discrimination.....	15
Station—Relocation—Grand Piles, Que.—C.P.R. Co.....	8-79
Stop-off Charge—Bulk Export Grain Rate—Fort William to Atlantic Seaboard—Dom. Millers' Assn., Toronto, vs. C.P.R. and C.N. Rys.....	75

## T

Thorold and Merritton (Towns) and Village of Port Dalhousie, Ont.—Increased fares—N. St. C. & T. Ry.....	33
Tilston, Man.—Train Service at—On Lauder Extension of C.P.R.—U.F. of Manitoba..	128
Tolls—Increased—Corp. of Point Grey vs. B.C. Tel. Co.....	57
Toronto—Northwest Grade Separation—Distribution of Cost.....	134
Train Service—Bridgetown and Port Wade, N.S.—C.N. Rys.....	69
Train Service—Tilston, Man.—Lauder Extension of C.P.R.—U.F. of Manitoba.....	128

## U

U.F. of Manitoba, Tilston, Man.—Train Service at Tilston—Lauder Extension—C.P.R.....	128
--	-----

## W

Weston—Discrimination against—Freight Rates—Coal and Coke—Niagara Frontier to Toronto, etc.—Standard Hardwood Lumber Co.....	15
Windsor (City), Ont.—Reconstruction—Bridge—C.P.R. (Ont. & Que. Ry.).....	9-95
Wood-pulp—Rates—Bathurst, N.B., etc., to Toronto—Canadian Shippers' Traffic Bureau vs. C.N. Rys.....	8-99
Wyandotte St., Windsor, Ont.—Reconstruction—Bridge—C.P.R. (Ont. & Que. Ry.)....	9-95





DOMINION OF CANADA

BY-ELECTIONS HELD DURING THE YEARS 1925 and 1926

REPORT OF THE  
CHIEF ELECTORAL OFFICER

Pursuant to Subsection 6 of Section 72 of the Dominion  
Elections Act, 10-11 Geo. V, chapter 46

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PUISSANCE DU CANADA

ÉLECTIONS PARTIELLES TENUES PENDANT LES ANNÉES  
1925 et 1926

RAPPORT DU  
DIRECTEUR GÉNÉRAL DES ÉLECTIONS

Conformément au paragraphe 6 de l'article 72 de la Loi des  
élections fédérales, 10-11 Geo. V, chapitre 46



OTTAWA  
F. A. ACLAND  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1927

DOMINION OF CANADA

BY-ELECTIONS HELD DURING THE YEARS 1912 AND 1913

REPORT OF THE  
CHIEF ELECTORAL OFFICER

Presented to the Dominion Parliament by the Chief Electoral Officer  
Ottawa, 1914

PUISSANCE DU CANADA

ELECTIONS PARLEMENTAIRES TENUES PENDANT LES ANNÉES  
1912 ET 1913

RAPPORT DU

DIRECTEUR GÉNÉRAL DES ÉLECTIONS

Présenté au Parlement du Dominion par le Directeur Général des Élections  
Ottawa, 1914



PRINTED BY THE QUEEN'S PRINTER  
OTTAWA, 1914



# ALPHABETICAL TABLE OF CONTENTS

## TABLE ALPHABÉTIQUE DES MATIÈRES

BY-ELECTIONS, 1925 and 1926

ELECTIONS PARTIELLES, 1925 ET 1926

	PAGE
Bagot (Dec. 7, 1925).....	5
Brandon (Nov. 2, 1926).....	10
Bruce North (Nov. 9, 1926).....	6
Chateauguay-Huntingdon (Nov. 2, 1926).....	9
Dorchester (Nov. 2, 1926).....	9
Edmonton West (Nov. 2, 1926).....	16
Gloucester (Nov. 2, 1926).....	10
Kenora-Rainy River (Nov. 2, 1926).....	6
Kootenay East (Nov. 9, 1926).....	11
Middlesex West (Mar. 29, 1926).....	7
Middlesex West (Nov. 2, 1926).....	8
Melville (Nov. 2, 1926).....	11
Prince Albert (Feb. 15, 1926).....	12
Prince Albert (Nov. 2, 1926).....	15
Quebec East (Nov. 2, 1926).....	9
Regina (Mar. 16, 1926).....	15
Regina (Nov. 2, 1926).....	15
Richelieu (Nov. 2, 1926).....	9
St. James (Nov. 2, 1926).....	9
Shelburne-Yarmouth (Nov. 2, 1926).....	10
Waterloo-North (Nov. 2, 1926).....	8

ALPHABETICAL TABLE OF CONTENTS  
TABLE ALPHABÉTIQUE DES MATIÈRES

The following report on the by-elections held in the years 1925 and 1926 is printed pursuant to the provisions of subsection 6 of Section 72 of the Dominion Elections Act, 10-11 George V, c. 46. No report was printed for 1925 since there was only one by-election held in that year.

O. M. BIGGAR,  
Chief Electoral Officer.

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Le rapport suivant sur les élections partielles tenues pendant les années 1925 et 1926 est imprimé conformément aux dispositions du paragraphe 6 de l'article 72 de la Loi des élections fédérales, 10-11 George V, c. 46. Aucun rapport a été imprimé pour 1925 vu qu'une seule election partielle avait été tenue durant cette année.

O. M. BIGGAR,  
Directeur général des élections.



# REPORT OF BY-ELECTIONS, 1925

## RAPPORT DES ÉLECTIONS PARTIELLES, 1925

### PROVINCE OF QUEBEC—PROVINCE DE QUÉBEC

**BAGOT.** (15th Parliament—15e Parlement)

Population—1921, 18, 035

Cause of vacancy.—Death of Joseph Edmond Marcile, November 5, 1925.

Cause de la vacance.—Décès de Joseph Edmond Marcile, le 5 novembre 1925.

Returning officer }  
Officier rapporteur } Edouard Provost, Acton Vale, Que.

Nomination { Nov. 30, 1925.  
le 30 nov. 1925.

Writ dated, November 18, 1925.

Bref émis, le 18 novembre 1925.

Election { Dec. 7, 1925.  
le 7 déc. 1925.

Candidates } **GEORGES DORÈZE MORIN**, de St-Pie, notaire.

Candidats } **HON. GUILLAUME ANDRÉ FAUTEUX**, d'Outremont, avocat.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Guillaume André Fauteux.	Georges Dorèze Morin.			
Ste-Christine.....	1	R	45	82		127	139
“.....	1A	R	35	87	1	123	137
Acton Vale.....	2	R	74	89	2	165	174
“.....	2A	R	58	66	2	126	141
“.....	3	R	67	104	3	174	182
“.....	3A	R	73	95	1	160	185
St-André.....	4	R	92	86		178	199
“.....	4A	R	60	57		117	127
St-Théodore.....	5	R	79	63	1	143	152
“.....	5A	R	75	56	8	139	143
“.....	6	R	80	29		109	123
St-Nazaire.....	7	R	164	85	1	250	276
“.....	8	R	64	56		120	135
Upton, Village.....	9	R	87	103	3	193	207
“.....	9A	R	58	90		148	152
St-Ephrem.....	10	R	79	64	1	144	147
“.....	11	R	66	101	1	168	183
St-Hélène.....	12	R	90	62	4	156	182
“.....	13	R	64	65	2	131	157
“.....	13A	R	89	51	1	141	161
St-Hughes, Village.....	14	R	90	60	3	153	166
“.....	14A	R	47	49		96	108
St-Hughes.....	15	R	68	69		137	151
“.....	16	R	56	43	5	104	113
“.....	17	R	58	79		137	158
St-Simon.....	18	R	58	73		131	137
“.....	18A	R	93	69	1	163	185
“.....	19	R	148	83	5	236	255
St-Liboire, Village.....	20	R	54	78	1	133	167
“.....	20A	R	64	69		133	156
St-Liboire.....	21	R	53	89		142	154
“.....	22	R	58	53		111	121
“.....	23	R	37	53		90	97
St-Rosalie.....	24	R	131	51	2	184	204
“.....	24A	R	173	84		257	272
“.....	25	R	69	52		121	133
St-Dominique.....	26	R	85	104	2	191	223
“.....	27	R	33	181	2	216	226
“.....	28	R	117	55	2	174	180
St-Pie, Village.....	29	R	65	173	1	239	275
“.....	29A	R	69	165		234	253
St-Pie Parish (Paroisse).....	30	R	78	84		162	185
“.....	31	R	22	197	1	220	236
“.....	32	R	12	97		109	128
“.....	32A	R	8	123	3	134	156
Totals—Totaux.....	45		3,245	3,724	59	7,028	7,741

Majority for }  
Majorité pour } **Georges Dorèze Morin, 479.**

## REPORT OF BY-ELECTIONS, 1926

## RAPPORT DES ÉLECTIONS PARTIELLES, 1926

## PROVINCE OF ONTARIO—PROVINCE D'ONTARIO

**BRUCE NORTH.** (16th Parliament—16e Parlement)

Population—1921, 20,872.

Cause of vacancy.—Acceptance by James Malcolm of an office of emolument under the Crown, October 22, 1926.

Cause de la vacance.—L'acceptation par James Malcolm d'une charge rétribuée sous la Couronne, le 22 octobre 1926.

Returning officer }  
Officier-rapporteur } Hugh A. McGillivray, North Bruce, Ont.Nomination { November 9, 1926.  
le 9 novembre 1926.

Writ dated, October 22, 1926.

Bref émis le 22 octobre 1926.

**Acclamation:—The Honourable James Malcolm, of Ottawa, Minister of Trade and Commerce.****KENORA-RAINY RIVER.** (16th Parliament—16e Parlement)

Population—1921, 26,315.

Cause of vacancy.—Acceptance by Peter Heenan of an office of emolument under the Crown, October 11, 1926.

Cause de la vacance.—L'acceptation par Peter Heenan d'une charge retribuée sous la Couronne, le 11 octobre 1926.

Returning officer }  
Officier-rapporteur } K. C. Grimshaw, Rainy River, Ont.Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 11, 1926.

Bref émis le 11 octobre 1926.

**Acclamation:—The Honourable Peter Heenan, of Kenora, Ont., Minister of Labour.**



**MIDDLESEX WEST** (15th Parliament—15e Parlement)

Population—1921, 25,033

Cause of vacancy.—Acceptance by John Campbell Elliott of an office of emolument under the Crown, March 8, 1926.

Cause de la vacance.—L'acceptation par John Campbell Elliott d'une charge rétribué sous la Couronne, le 8 mars 1926.

Returning officer } Duncan A. Campbell, Appin, Ont.  
Officier rapporteur }Nomination { March 22, 1926.  
le 22 mars 1926.Writ dated, March 8, 1926.  
Bref émis le 8 mars 1926.Election { March 29, 1926.  
le 29 mars 1926.

Candidates } HONOURABLE JOHN CAMPBELL ELLIOTT, of London, Ont., Minister of Labour.

Candidates } THOMAS ELLIOT, of Parkhill, Ont., farmer.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. John Campbell Elliott	Thomas Elliot			
Adelaide.....	1	R	87	30	.....	117	174
".....	2	R	17	38	.....	55	85
".....	3	R	75	64	.....	139	197
".....	4	R	126	54	.....	180	248
".....	5	R	34	22	1	57	91
".....	6	R	28	36	.....	64	79
".....	7	R	38	24	.....	62	92
Ailea Craig.....	1A	R	67	49	3	119	150
".....	1B	R	108	48	.....	156	187
Caradoc.....	1A	R	84	63	1	148	183
".....	1B	R	84	50	.....	134	161
".....	2	R	111	65	.....	176	248
".....	3A	R	100	43	1	144	236
".....	3B	R	131	46	1	178	245
".....	4	R	133	31	.....	164	280
".....	5	R	63	36	.....	99	192
".....	6	R	70	35	.....	105	233
".....	7	R	100	41	2	143	232
Delaware.....	1	R	105	46	.....	151	207
".....	2	R	122	100	.....	222	254
".....	3	R	49	46	1	96	153
".....	4	R	47	25	.....	72	162
Ekfrid.....	1	R	64	8	2	74	124
".....	2	R	80	19	.....	99	148
".....	3	R	105	42	.....	147	248
".....	4	R	91	21	1	113	155
".....	5	R	63	18	.....	81	168
".....	6	R	124	91	.....	215	277
".....	7	R	85	24	.....	109	137
Glencoe.....	1	R	136	90	.....	226	269
".....	2	R	157	93	1	251	266
Lobo.....	1	R	110	69	.....	179	246
".....	2A	R	75	43	2	120	180
".....	2B	R	51	51	1	103	150
".....	3	R	166	45	.....	211	283
".....	4	R	146	19	.....	165	283
".....	5	R	102	23	.....	125	233
Metcalfe.....	1	R	33	26	.....	59	78
".....	2	R	32	27	.....	59	90
".....	3	R	49	18	.....	67	88
".....	4	R	44	27	2	73	110
".....	5	R	33	15	.....	48	94
".....	6	R	26	19	.....	45	81
".....	7	R	25	22	.....	47	80
".....	8	R	30	28	.....	58	74
McGillivray.....	1	R	45	35	.....	80	167
".....	2	R	76	48	.....	124	206
".....	3	R	57	74	.....	131	198
".....	4	R	74	24	.....	98	153
".....	5	R	82	54	1	137	216
".....	6	R	72	42	.....	114	162
".....	7	R	74	62	.....	136	193

## MIDDLESEX WEST—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. John Campbell Elliott	Thomas Elliott			
Mosa.....	1	R	41	17		58	74
".....	2	R	40	51		91	127
".....	3	R	74	11		85	116
".....	4	R	67	40		107	153
".....	5	R	84	77		161	217
".....	6	R	27	15		42	83
".....	7	R	48	26	2	76	127
".....	8	R	52	19		71	106
Newbury.....	1	R	94	44		138	173
Strathroy.....	1A	R	88	62		150	198
".....	1B	R	71	57		128	171
".....	2	R	112	50		162	197
".....	3A	R	100	62		162	185
".....	3B	R	76	58		134	167
".....	4A	R	62	66		128	158
".....	4B	R	71	50		121	152
".....	5A	R	88	44		132	152
".....	5B	R	75	49		124	169
".....	6A	R	57	68		125	163
".....	6B	R	78	51	2	131	160
East Williams.....	1	R	109	38		147	206
".....	2	R	87	58		145	208
".....	3	R	97	63		160	233
West Williams.....	1	R	32	38		70	87
".....	2	R	72	41		113	145
".....	3	R	83	71		154	198
".....	4	R	93	75		168	208
Wardville.....	1	R	72	40		112	140
Parkhill.....	1	R	94	82	1	177	218
".....	2	R	93	80		173	207
".....	3	R	120	111		231	294
Totals—Totaux.....	83		6,443	3,783	25	10,251	14,438

Majority for  
Majorité pour } Hon. John Campbell Elliott, 2,660.

## MIDDLESEX WEST (16th Parliament—16e Parlement)

Population—1921, 25,033

Cause of vacancy.—Acceptance by the Honourable John Campbell Elliott of an office of emolument under the Crown, October 5, 1926.

Cause de la vacance.—L'acceptation par l'honorable John Campbell Elliott, d'une charge retribuée sous la couronne, le 5 octobre 1926.

Returning officer  
Officier rapporteur } Duncan A. Campbell, Appin, Ont.Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 5, 1926.

Bref émis le 5 octobre 1926.

Acclamation:—The Honourable John Campbell Elliott, of London, Ont., Minister of Public Works.

## WATERLOO, NORTH (16th Parliament—16e Parlement)

Population—1921, 41,698

Cause of Vacancy.—Acceptance by William Daum Euler of an office of emolument under the Crown, October 5, 1926.

Cause de la vacance.—L'acceptation par William Daum Euler, d'une charge retribuée sous la Couronne, le 5 octobre 1926.

Returning officer  
Officier rapporteur } Henry J. Gibson, Elmira, Ont.Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 5, 1926.

Bref émis le 5 octobre 1926.

Acclamation:—The Honourable William Daum Euler, of Kitchener, Ont., publisher.



## PROVINCE OF QUEBEC—PROVINCE DE QUÉBEC

**CHATEAUGUAY-HUNTINGDON.** (16th Parliament—16e Parlement) Population—1921, 26, 731.

Cause of vacancy.—Acceptance by the Honourable James Alexander Robb of an office of emolument under the Crown, October 5, 1926.

Cause de la vacance.—L'acceptation par l'honorable James Alexander Robb d'une charge retribuée sous la Couronne, le 5 octobre 1926.

Returning officer  
Officier-rapporteur } Arthur Laberge, Ste-Martine, Que.Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 5, 1926.

Bref émis le 5 octobre 1926.

**Acclamation:—The Honourable James Alexander Robb, of Valleyfield, Que., Minister of Finance.****DORCHESTER.** (16th Parliament—16e Parlement)

Population—1921, 29, 563.

Cause of vacancy.—Acceptance by the Honourable Lucien Cannon of an office of emolument under the Crown, October 7, 1926.

Cause de la vacance.—L'acceptation par l'honorable Lucien Cannon d'une charge retribuée sous la Couronne, le 7 octobre 1926.

Returning officer  
Officier-rapporteur } Elzéar Vézina, Ste-Hénédiine, Que.Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 7, 1926.

Bref émis le 7 octobre 1926.

**Acclamation:—L'Honorable Lucien Cannon, de Québec, Qué., avocat.****QUEBEC EST.** (16th Parliament—16e Parlement)

Population—1921, 40, 722.

Cause of vacancy.—Acceptance by the Honourable Ernest Lapointe of an office of emolument under the Crown, October 5, 1926.

Cause de la vacance.—L'acceptation par l'honorable Ernest Lapointe d'une charge retribuée sous la Couronne, le 5 octobre 1926.

Returning officer  
Officier-rapporteur } Arthur E. Simard, Quebec, Que.Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 5, 1926.

Bref émis le 5 octobre, 1926.

**Acclamation:—L'Honorable Ernest Lapointe, d'Ottawa, Ont., Ministre de la Justice.****RICHELIEU.** (16th Parliament—16e Parlement)

Population—1921, 19, 548.

Cause of vacancy.—Acceptance by the Honourable Pierre Joseph Arthur Cardin of an office of emolument under the Crown, October 5, 1926.

Cause de la vacance.—L'acceptation par l'honorable Pierre Joseph Arthur Cardin d'une charge retribuée sous la Couronne, le 5 octobre 1926.

Returning officer  
Officier-rapporteur } J. Wilfrid Martel, Sorel, Que.Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 5, 1926.

Bref émis le 5 octobre 1926.

**Acclamation:—L'Honorable Pierre Joseph Arthur Cardin, de Sorel, Qué., avocat.****ST-JACQUES.** (16e Parlement—16e Parlement)

Population—1921, 54, 741.

Cause of vacancy.—Acceptance by Louis Edouard Fernand Rinfret of an office of emolument under the Crown, October 5, 1926.

Cause de la vacance.—L'acceptation par Louis Edouard Fernand Rinfret d'une charge retribuée sous la Couronne, le 5 octobre 1926.

Returning officer  
Officier-rapporteur } Georges Richer, Montreal, Que.Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 5, 1926.

Bref émis le 5 octobre 1926.

**Acclamation:—L'Honorable Louis Edouard Fernand Rinfret, de Montréal, Qué., journaliste.**

## PROVINCE OF NOVA SCOTIA

### PROVINCE DE LA NOUVELLE-ÉCOSSE

**SHELBURNE-YARMOUTH.** (16th Parliament—16e Parlement) Population—1921, 35,865.

Cause of vacancy.—Appointment of Paul Lacombe Hatfield to the Senate of Canada, October 6, 1926.  
Cause de la vacance.—Nomination de Paul Lacombe Hatfield au Sénat du Canada, le 6 octobre 1926.

Returning officer } Robert Irwin, Shelburne, N.S.  
Officier-rapporteur }

Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 7, 1926.  
Bref émis le 7 octobre 1926.

**Acclamation:—The Honourable James Layton Ralston, of Ottawa, Ont., Minister of National Defense.**

## PROVINCE OF NEW BRUNSWICK

### PROVINCE DU NOUVEAU-BRUNSWICK

**GLOUCESTER.** (16th Parliament—16e Parlement) Population—1921, 38,684.

Cause of vacancy.—Acceptance by Pierre J. Veniot of an office of emolument under the Crown, October 5, 1926.

Cause de la vacance.—L'acceptation par Pierre J. Veniot d'une charge rétribuée sous la Couronne, le 5 octobre 1926.

Returning officer } Arthur J. Meahan, Bathurst, N.B.  
Officier-rapporteur }

Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 5, 1926.  
Bref émis le 5 octobre 1926.

**Acclamation:—The Honourable Pierre J. Veniot, of Bathurst, N.B., Postmaster General.**

## PROVINCE OF MANITOBA—PROVINCE DU MANITOBA

**BRANDON.** (16th Parliament—16e Parlement) Population—1921, 38,500.

Cause of vacancy.—Acceptance by Robert Forke of an office of emolument under the Crown, October 5, 1926.

Cause de la vacance.—L'acceptation par Robert Forke d'une charge rétribuée sous la Couronne, le 5 octobre 1926.

Returning officer } A. G. Buckingham, Brandon, Man.  
Officier-rapporteur }

Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 5, 1926.  
Bref émis le 5 octobre 1926.

**Acclamation:—The Honourable Robert Forke, of Pipestone, Man., farmer.**



## PROVINCE OF BRITISH COLUMBIA

### PROVINCE DE LA COLOMBIE BRITANNIQUE

**KOOTENAY EAST.** (16th Parliament—16e Parlement)

Population—1921, 19,137.

Cause of vacancy.—Acceptance by the Honourable James Horace King of an office of emolument under the Crown, October 11, 1926.

Cause de la vacance.—L'acceptation par l'honorable James Horace King d'une charge rétribuée sous la Couronne, le 11 octobre 1926.

Returning officer } J. S. Blakely, Radium Hot Springs, B.C.  
Officier-rapporteur }

Nomination { November 9, 1926.  
le 9 novembre 1926.

Writ dated 11 October, 1926.

Bref émis le 11 octobre 1926.

**Acclamation:—The Honourable James Horace King, of Ottawa, Ont., Minister of Health.**

## PROVINCE OF SASKATCHEWAN

### PROVINCE DE LA SASKATCHEWAN

**MELVILLE.** (16th Parliament—16e Parlement)

Population—1921, 36,842.

Cause of vacancy.—Acceptance by the Honourable William Richard Motherwell of an office of emolument under the Crown, October 11, 1926.

Cause de la vacance.—L'acceptation par l'honorable William Richard Motherwell, d'une charge rétribuée sous la Couronne, le 11 octobre 1926.

Returning officer } Alexander Nelson Grant, Esterhazy, Sask.  
Officier-rapporteur }

Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 11, 1926.

Bref émis le 11 octobre 1926.

**Acclamation:—The Honourable William Richard Motherwell, of Abernethy, Sask., farmer.**

**PRINCE ALBERT** (15th Parliament—15e Parlement)

Population—1921, 39, 146

Cause of vacancy.—Resignation of Charles McDonald, January 15, 1926.

Cause de la vacance.—Démission de Charles McDonald, le 15 janvier 1926.

Returning officer } George L. Dempster, Prince Albert, Sask.  
Officier-rapporteur }Nomination { February 1, 1926.  
le 1er février 1926.

Writ dated, January 15, 1926.

Bref émis le 15 janvier 1926.

Election { February 15, 1926.  
le 15 février 1926.

Candidates Right Honourable William Lyon Mackenzie King, Ottawa, Ont., Prime Minister of Canada.

Candidates David Luther Burgess, Macdowall, Sask., farmer.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	David Luther Burgess	Right Hon. William Lyon Mackenzie King			
Prince Albert City (Cité)—							
Advance (Provisoire).....		U	3	19		22	
East (Est).....	1	U	56	66	1	123	184
Macdonald.....	2	U	52	108		160	261
".....	2A	U	55	107		162	273
Woodman.....	3	U	61	101		162	240
".....	3A	U	75	113		188	259
Centre.....	4	U	41	112		153	248
".....	4A	U	42	113		155	219
West (Ouest).....	5	U	54	98		152	233
".....	5A	U	30	82		112	186
West End.....	6	U	22	86		108	141
".....	6A	U	25	93		118	174
McBeth.....	7	U	65	107		172	221
McGregor.....	8	U	40	68		108	152
".....	8A	U	37	85		122	161
Bennett.....	9	U	46	128		174	230
".....	9A	U	22	81		103	149
Halero.....	10	R	26	17		43	84
Red Deer Hill.....	11	R	56	24		80	142
Gerrond.....	12	R	35	24		59	121
Macdowall.....	13	R	59	21		80	152
Garthland.....	14	R	10	35		45	100
Lily Plain.....	15	R	26	31	1	58	107
Kirkpatrick.....	16	R	32	45		77	193
Sheldon.....	17	R	20	16		36	67
Red Deer Creek.....	18	R	8	11		19	74
Davis.....	19	R	12	29		41	71
Puckalm.....	20	R	10	16		26	51
Colleston.....	21	R	26	33		59	113
Cecil.....	22	R	14	6		20	53
Steep Creek.....	23	R	2	26		28	81
Fanford.....	24	R	1	26		27	75
Stanleyville.....	25	R	21	19		40	55
Claytonville.....	26	R	2	46		48	62
Springs.....	27	R	5	10		15	31
Riverside.....	28	R	1	40		41	71
Buckland.....	29	R	12	22	1	35	50
White Star.....	30	R	7	40	1	48	69
Kehoe.....	31	R	3	30		33	84
Alingly.....	32	R	13	35		48	125
Northside.....	33	R	35	33	1	69	144
Henribourg.....	34	R	20	85	1	106	196
Spruce Home.....	35	R	13	22		35	77
Neuk East (Est).....	36	R	14	69		83	96
Honeymoon.....	37	R	2	101	1	104	121
Albertville.....	38	R	17	108		125	164
" Hamlet.....	39	R	2	70		72	90
Fox.....	40	R	8	19		27	142
Paddockwood.....	41	R	19	28		47	135
Martin.....	42	R	8	21		29	44
Moyser.....	43	R	16	8		24	125
Christopher Lake.....	44	R	5	15		20	29
Montreal.....	45	R	0	13		13	28



## PRINCE ALBERT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	David Luther Burgess	Right Hon. William Lyon Mackenzie King			
Wakaw.....	46	R	4	22	1	97	189
".....	46A	R	5	81		86	108
Ens.....	47	R	1	91	2	94	151
Domremy.....	48	R	7	118	3	128	195
Miteau.....	49	R	8	68		76	114
Bremner.....	50	R	6	38		44	76
St. Julien.....	51	R	1	146	1	148	265
Sokal.....	52	R	0	111		111	225
Bellevue.....	53	R	4	128	1	133	227
Hoeey.....	54	R	13	72		85	154
St. Louis.....	55	R	11	81	1	93	143
St. Laurent.....	56	R	2	49		51	71
Batoche.....	57	R	32	67		99	182
Fish Creek.....	58	R	6	84		90	152
Ukraine.....	59	R	0	84		84	188
Bergthal.....	60	R	1	69		70	92
La Plaine.....	61	R	1	46		47	95
Duck Lake.....	62	R	25	127		152	223
".....	62A	R	21	90		111	195
Roddick.....	63	R	1	16		17	32
Wingard.....	64	R	19	24		43	58
Carlton.....	65	R	1	49		50	86
Rosthern Rural.....	66	R	5	62		67	176
" North (Nord).....	67	R	18	166		184	240
" South (Sud).....	68	R	14	154	1	169	238
Eigenfeld.....	69	R	12	42		54	161
Eigenheim.....	70	R	1	41		42	125
Ebenfeld.....	71	R	2	67		69	145
Tiefergrund.....	72	R	0	67		67	132
Laird.....	73	R	27	137		164	288
Springfield.....	74	R	1	37		38	110
Waldheim.....	75	R	2	150		152	256
Windom.....	76	R	0	49		49	96
Sand Lake.....	77	R	2	44		46	106
Harmonia.....	78	R	3	75	1	79	130
Brook Hill.....	79	R	2	13		15	63
Slavanka.....	80	R	4	41		45	72
Balmoral.....	81	R	12	39		51	116
Blain Lake.....	82	R	55	86		141	206
".....	83	R	4	57		61	152
Windsor Lake.....	84	R	3	82		65	131
Marcelin.....	85	R	9	97		106	128
" Rural.....	86	R	10	103		113	186
Chellwood.....	87	R	14	55		69	128
Wandsworth.....	88	R	18	30		48	64
Silver Grove.....	89	R	19	23		42	82
Shipton.....	90	R	22	34		56	100
Leask.....	91	R	52	70		122	228
Aldina.....	92	R	8	43	1	52	104
Royal.....	93	R	8	24		32	123
Soldiers Settlement.....	94	R	20	18		38	81
Kilwinning.....	95	R	24	24		48	96
Yankee Valley.....	96	R	3	13		16	66
Brightholme.....	97	R	0	68		68	105
Whaling.....	98	R	17	26		43	105
Parkside.....	99	R	15	46		61	75
" Rural.....	100	R	12	54		66	142
Goose Lake.....	101	R	3	23		26	79
Avebury.....	102	R	5	17		22	50
Hawkeye.....	103	R	2	31		33	55
Mistawasis.....	104	R	8	23		31	88
Ordale.....	105	R	1	36		37	127
Hilldrop.....	106	R	24	23		47	116
Shellbrook.....	107	R	87	77		164	188
" Rural.....	108	R	74	57		131	171

## PRINCE ALBERT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	David Luther Burgess	Right Hon. William Lyon Mackenzie King			
Holbein.....	109	R	15	38		53	90
Crutwell.....	110	R	4	8		12	39
Briarlea.....	111	R	18	40		58	110
Wild Rose.....	112	R	24	20		44	118
Roziles.....	113	R	27	46		73	160
Clonfert.....	114	R	2	13	1	16	43
Canwood.....	115	R	21	77		98	139
“ Rural.....	116	R	13	61		74	175
Mount Nebo.....	117	R	4	14		18	67
Linwood.....	118	R	3	17		20	63
Poliworth.....	119	R	19	9		28	83
Valbrand.....	120	R	0	51		51	149
Foxdale.....	121	R	18	41		59	89
Decker.....	122	R	1	31		32	68
Sturgeon Valley.....	123	R	15	37		52	90
“ River.....	124	R	2	30		32	75
Omega.....	125	R	0	0		0	53
Sugar Hill.....	126	R	1	28		29	85
Millard.....	127	R	2	3		5	28
Silent Call.....	128	R	9	11		20	59
Mattes.....	129	R	5	21		26	55
Debden.....	130	R	1	73		74	77
“ Rural.....	131	R	0	55		55	129
Eldred.....	132	R	5	53		58	126
Ormeaux.....	133	R	0	42		42	106
Dumble.....	134	R	2	9		11	23
Bodmin.....	135	R	4	16		20	53
Big River.....	136	R	6	150		156	225
Ladder Lake.....	137	R	0	17		17	50
Spruce River.....	138	R	1	13		14	23
Totals—Totaux.....	148	.....	2,299	7,920	20	10,239	18,263

Majority for } The Right Hon. William Lyon Mackenzie King, 5,621.  
Majorité pour }



**PRINCE ALBERT.** (16th Parliament—16e Parlement)

Population—1921, 39, 126.

Cause of vacancy.—Acceptance by the Right Honourable William Lyon Mackenzie King, of an office of emolument under the Crown, October 11, 1926.

Cause de la vacance.—L'acceptation par le Très honorable William Lyon Mackenzie King, d'une charge rétribuée sous la Couronne, le 11 octobre 1926.

Returning officer } Geo. L. Dempster, Prince Albert, Sask.  
Officier-rapporteur }Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 11, 1926.

Bref émis le 11 octobre 1926.

**Acclamation:—The Right Honorable William Lyon Mackenzie King, of Ottawa, gentleman.****REGINA.** (15th Parliament—15e Parlement)

Population—1921, 40, 625.

Cause of vacancy.—Resignation of Francis Nicholson Darke, February 20, 1926.

Cause de la vacance.—Démission de Francis Nicholson Darke, le 20 février 1926.

Returning officer } P. Meudell Anderson, Regina, Sask.  
Officier-rapporteur }Nomination { March 16, 1926.  
le 16 mars 1926.

Writ dated, February 20, 1926.

Bref émis le 20 février 1926.

**Acclamation:—The Honourable Charles Avery Dunning, of Regina, Sask., Minister of Railways and Canals.****REGINA.** (16th Parliament—16e Parlement)

Population—1921, 40, 625.

Cause of vacancy.—Acceptance by the Honourable Charles A. Dunning, of an office of emolument under the Crown, October 5, 1926.

Cause de la vacance.—L'acceptation par l'honorable Charles A. Dunning d'une charge rétribuée sous la Couronne, le 5 octobre 1926.

Returning officer } P. Meudell Anderson, Regina, Sask.  
Officier-rapporteur }Nomination { November 2, 1926.  
le 2 novembre 1926.

Writ dated, October 5, 1926.

Bref émis le 5 octobre 1926.

**Acclamation:—The Honourable Charles Avery Dunning, Regina, of Sask., Minister of Railways and Canals.**

# PROVINCE OF ALBERTA—PROVINCE DE L'ALBERTA

**EDMONTON WEST.** (16th Parliament—16e Parlement)

Population—1921, 33,748.

Cause of vacancy.—Acceptance by the Honourable Charles Stewart, of an office of emolument under the Crown, October 5, 1926.

Cause de la vacance.—L'acceptation par l'honorable Charles Stewart, d'une charge rétribuée sous la Couronne, le 5 octobre 1926.

Returning officer }  
Officier-rapporteur } Athelstan Bisset, Edmonton South, Alta.

Nomination { November 2, 1926.  
le novembre 1926.

Writ dated, October 5, 1926.

Bref émis le 5 octobre 1926.

**Acclamation:—The Honourable Charles Stewart, of Ottawa, Minister of the Interior.**



# SIXTEENTH GENERAL ELECTION

1926

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## REPORT OF THE CHIEF ELECTORAL OFFICER

Pursuant to Subsection 6 of Section 72 of the Dominion Elections Act,  
10-11 Geo. V, chapter 46

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## SEIZIÈME ÉLECTION GÉNÉRALE

1926

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## RAPPORT DU DIRECTEUR GÉNÉRAL DES ÉLECTIONS

Conformément au paragraphe 6 de l'article 72 de la Loi des  
élections fédérales, 10-11 Geo. V, chapitre 46



OTTAWA  
F. A. ACLAND  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1927

REPORT OF THE

1920

REPORT OF THE

CHIEF ELECTORAL OFFICER

Presented to the House of Representatives at the Second Session of the Sixty-first Congress

Washington, D. C. : 1909

CHIEF ELECTORAL OFFICER

1920

REPORT OF THE

CHIEF ELECTORAL OFFICER

Presented to the House of Representatives at the Second Session of the Sixty-first Congress

Washington, D. C. : 1909



1909

Printed by the Government Printing Office



## TABLE OF CONTENTS

	PAGE
PREFATORY NOTE.....	IV
PART 1. SUMMARIES.....	V
Table 1—Summary by provinces.....	VI
“    2—Summary of urban and rural votes, etc.....	VII
“    3—Comparative vote by polling stations, 1925 and 1926.....	VIII
“    4—Comparative vote by provinces, 1917, 1921, 1925 and 1926.....	IX
“    5—Summary by electoral districts.....	X
PART II. RESULTS BY POLLING DIVISIONS—	
Ontario.....	1
Quebec.....	188
Nova Scotia.....	314
New Brunswick.....	339
Manitoba.....	360
British Columbia.....	390
Prince Edward Island.....	424
Saskatchewan.....	428
Alberta.....	480
Yukon.....	527
PART III. LIST OF RETURNING OFFICERS.....	529
PART IV. LIST OF CANDIDATES WITH ADDRESSES AND OCCUPATIONS, ETC.....	535

## TABLE DES MATIÈRES

REMARQUE PRÉLIMINAIRE.....	IV
PARTIE 1. SOMMAIRES.....	V
Tableau 1—Sommaire par provinces.....	VI
“    2—Sommaire des votes, etc., urbains et ruraux.....	VII
“    3—Votes comparatif par bureaux de scrutin, 1925 et 1926.....	VIII
“    4—Votes comparatifs par provinces, 1917, 1921, 1925 et 1926.....	IX
“    5—Sommaire par districts électoraux.....	X
PARTIE II. RÉSULTATS PAR ARRONDISSEMENTS DE SCRUTIN—	
Ontario.....	1
Québec.....	188
Nouvelle-Ecosse.....	314
Nouveau-Brunswick.....	339
Manitoba.....	360
Colombie-Britannique.....	390
Ile du Prince-Edouard.....	424
Saskatchewan.....	428
Alberta.....	480
Yukon.....	527
PARTIE III. LISTE DES OFFICIERS-RAPPORTEURS.....	529
PARTIE IV. LISTE DES CANDIDATS AVEC LEURS ADRESSES ET LEURS MÉTIERS OU PROFESSIONS, ETC.....	535

## PREFATORY NOTE

The Fifteenth Parliament was dissolved July 2nd, 1926, and writs for a general election were, by Order in Council, dated July 19th, directed to be issued on the following day and to be returnable on November 2nd, 1926. Urban registration began on August 9th and continued until August 14th in all electoral districts containing urban polling divisions. In the twenty-seven electoral districts mentioned in Schedule 4 of the statute the day fixed for nomination was August 31st, and in all other electoral districts nomination day was September 7th. A poll was held in every electoral district on September 14th, except in the electoral district of Provencher, Manitoba, where the return was by acclamation. The first returns were gazetted on October 2nd, and the last three returns (for the electoral districts of Restigouche-Madawaska, Yukon and New Westminster) on November 6th, 1926.

O. M. BIGGAR,

*Chief Electoral Officer.*

OTTAWA, March 1st, 1927.

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## REMARQUE PRÉLIMINAIRE

Le Quinzième Parlement a été dissous le 2 juillet 1926, et un arrêté-en-conseil du 19 juillet a ordonné que les brefs d'une élection générale fussent émis le lendemain et rapportables le 2 novembre 1926. L'inscription urbaine a été commencée le 9 août et s'est poursuivie jusqu'au 14 août dans tous les districts électoraux contenant des arrondissements de scrutin urbains. Dans les vingt-sept districts électoraux mentionnés dans l'Annexe 4 de la Loi le jour fixé pour les présentations était le 31 août et dans tous les autres districts électoraux le jour de la présentation était le 7 septembre. Sauf dans le district électoral de Provencher (Manitoba) où il y a eu acclamation, un scrutin a été tenu dans chaque district électoral le 14 septembre. Les premiers rapports ont été publiés dans la *Gazette du Canada* le 2 octobre, et les trois derniers rapports (des districts électoraux de Restigouche-Madawaska, Yukon et New Westminster) y ont été publiés le 6 novembre 1926.

O. M. BIGGAR,

*Directeur-général des élections.*

OTTAWA, 1er mars 1927.



**PART I**  
**SUMMARIES**

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**PARTIE I**  
**SOMMAIRES**

TABLE 1—TABLEAU 1  
SUMMARY of Sixteenth General Election by provinces  
SOMMAIRE de la Seizième Election Générale par provinces

Province	Polling stations — Bureaux de scrutin	Votes Polled — Votes donnés	Voters on List — Electeurs sur la liste	Population, Census of 1921 — Recensement de 1921
Ontario.....	9,408	1,226,267	1,847,512	2,931,024
Quebec.....	5,760	809,295	1,133,633	2,360,179
Nova Scotia—Nouvelle-Ecosse.....	1,273	229,846	273,712	523,837
New Brunswick—Nouveau-Brunswick.....	927	162,777	210,028	387,876
Manitoba.....	1,355	198,028	257,244	*699,056
British Columbia—Colombie-Britannique....	1,618	185,345	262,262	524,582
Prince Edsard Island—Ile du Prince-Edouard.	219	55,569	46,208	88,615
Saskatchewan.....	2,835	246,460	353,471	*821,042
Alberta.....	2,602	157,993	279,463	*607,584
Yukon.....	27	1,482	1,848	4,157
Totals—Totaux.....	26,024	3,273,062	4,665,381	8,887,952

\*Census of 1926—Recensement de 1926.



TABLE 2—TABLEAU 2

SUMMARY of Polling Stations, number of Votes Polled and Voters on List in Urban and Rural Polling Stations respectively

SOMMAIRE des bureaux de scrutin, du nombre des votes donnés et du nombre de voteurs aux bureaux urbains et ruraux respectivement

Province	Rural			Urban—Urbain		
	Polling Station — Bureau de scrutin	Votes	Voters on List — Electeurs sur la liste	Polling Station — Bureau de scrutin	Votes	Voters on List — Electeurs sur la liste
Ontario.....	4,836	644,090	883,966	4,572	582,177	963,546
Quebec.....	3,269	457,671	640,656	2,491	351,624	492,977
Nova Scotia—Nouvelle-Ecosse.....	914	155,679	187,150	359	74,167	86,562
New Brunswick—Nouveau-Brunswick.....	734	125,906	162,412	193	36,871	47,616
Manitoba.....	843	112,120	153,050	512	85,908	104,194
British Columbia—Colombie-Britannique.....	983	85,840	117,422	635	99,505	144,840
Prince Edward Island—Ile du Prince-Edouard.....	187	43,982	39,924	32	11,587	6,284
Saskatchewan.....	2,604	209,467	309,930	231	36,993	43,541
Alberta.....	2,161	108,471	200,685	441	49,522	78,778
Yukon.....	27	1,482	1,848	.....	.....	.....
Totals—Totaux.....	16,558	1,944,708	2,697,043	9,466	1,328,354	1,968,338





TABLE 4—TABLEAU 4  
COMPARISON of General Elections of 1917, 1921, 1925 and 1926  
COMPARAISON des Elections Générales de 1917, 1921, 1925 et 1926

Province	Polling Stations Bureaux de scrutin				Votes Polled Votes donnés				Voters on List Electeurs sur la liste			
	1917	1921	1925	1926	1917	1921	1925	1926	1917	1921	1925	1926
Ontario.....	5,665	8,688	9,316	9,408	710,077	1,139,635	1,223,027	1,226,267	994,075	1,738,020	1,821,906	1,847,512
Quebec.....	3,647	5,321	5,712	5,760	301,519	779,591	805,492	809,295	394,666	1,056,792	1,124,998	1,133,633
Nova Scotia—Nouvelle-Ecosse.....	812	1,233	1,261	1,273	106,621	260,860	222,883	229,846	133,930	294,473	277,073	273,712
New Brunswick—Nouveau-Brunswick.....	497	837	912	927	84,408	156,263	152,652	162,777	94,456	204,575	212,130	210,028
Manitoba.....	1,007	1,318	1,334	1,355	109,542	173,941	171,124	198,028	138,029	255,143	250,505	257,244
British Columbia—Colombie Britannique.....	1,034	1,386	1,540	1,618	97,994	155,012	183,748	185,345	122,071	230,451	244,352	262,262
Pr. Edward Island—Ile du Pr.-Edouard.....	160	224	219	219	32,249	52,556	49,558	55,589	28,221	49,879	45,454	46,208
Saskatchewan.....	2,286	2,637	2,841	2,835	99,253	225,286	197,246	246,400	133,806	333,613	347,068	353,471
Alberta.....	1,980	2,343	2,682	2,602	107,272	173,824	161,423	157,993	140,757	273,706	283,529	279,463
Yukon.....	29	33	26	27	1,442	1,388	1,259	1,482	1,788	1,658	1,621	1,848
Totals—Totaux.....	17,117	23,920	25,843	26,024	21,650,377	3,119,306	3,168,413	3,273,062	2,093,799	4,435,310	4,608,636	4,665,381

<sup>1</sup>Of these 2,013 were not opened, the returns in 31 electoral districts, containing that number of polling divisions, having been made by acclamation.

<sup>2</sup>De ce nombre 2,013 n'ont pas été ouverts, l'élection dans 31 districts électoraux, contenant ce nombre d'arrondissements de scrutin, ayant eu lieu par acclamation.

<sup>3</sup>Not including 31 electoral districts in which the return was made by acclamation, and excluding 232,952 military votes.

<sup>4</sup>Non compris 31 districts électoraux où il y a eu acclamation, et à l'exclusion de 232,952 votes militaires.

<sup>5</sup>Not including 31 electoral districts in which the return was made by acclamation. Moreover, military voters were generally speaking, not upon the lists.

<sup>6</sup>Non compris 31 districts électoraux où il y a eu acclamation. De plus, les votants militaires ne figuraient pas, en général, sur les listes.

<sup>7</sup>Not including one electoral district in which the return was by acclamation.

<sup>8</sup>Non compris un district électoral où il y a eu acclamation.

TABLE 5—TABLEAU 5

SUMMARY of Sixteenth General Election by Electoral Districts  
 SOMMAIRE de la Seizième Election Générale par Districts Electoraux

## ONTARIO

Electoral Districts — Districts électoraux	Polling Stations — Bureaux de scrutin	Total Votes — Total des votes	Voters on List — Electeurs sur la liste	Population, 1921
Algoma East.....	119	13,105	17,620	37,054
Algoma West.....	116	11,414	22,566	35,509
Brant.....	53	8,303	10,843	20,085
Brantford City.....	88	13,094	18,519	33,292
Bruce North.....	73	10,474	12,283	20,872
Bruce South.....	70	10,370	13,642	23,413
Carleton.....	109	13,260	21,336	32,673
Dufferin-Simcoe.....	102	13,699	20,550	40,225
Durham.....	81	11,563	16,495	24,629
Elgin West.....	91	15,697	23,564	35,413
Essex East.....	89	14,357	18,915	25,283
Essex South.....	83	13,279	18,369	29,375
Essex West.....	208	22,833	41,865	49,418
Fort William.....	112	7,658	14,039	27,851
Frontenac-Addington.....	106	12,977	17,201	30,347
Glengarry.....	54	8,228	11,051	20,518
Grenville-Dundas.....	110	12,885	20,616	33,953
Grey North.....	108	14,667	19,810	30,667
Grey Southeast.....	88	14,190	17,694	28,384
Haldimand.....	62	9,557	13,071	21,287
Halton.....	73	10,550	15,712	24,899
Hamilton East.....	175	17,979	34,236	54,233
Hamilton West.....	161	14,590	31,532	53,254
Hastings-Peterborough.....	97	9,494	15,144	28,999
Hastings South.....	125	15,641	24,958	37,504
Huron North.....	76	11,452	14,608	23,540
Huron South.....	78	11,628	14,582	23,548
Kenora-Rainy River.....	115	10,694	15,425	26,315
Kent.....	146	22,974	29,725	50,638
Kingston City.....	77	10,454	15,485	24,104
Lambton East.....	118	13,250	16,628	28,271
Lambton West.....	92	15,011	19,594	30,418
Lanark.....	107	13,060	20,248	32,993
Leeds.....	107	16,273	21,338	34,909
Lincoln.....	139	17,075	30,165	48,625
London.....	161	23,739	36,197	53,838
Middlesex East.....	88	11,129	17,578	27,994
Middlesex West.....	84	10,287	14,490	25,033
Muskoka-Ontario.....	144	14,832	21,099	34,859
Nipissing.....	161	20,668	29,418	49,965
Norfolk-Elgin.....	99	17,147	22,326	35,937
Northumberland.....	93	16,000	19,568	30,512
Ontario.....	93	16,297	21,770	31,074
Ottawa.....	362	89,643	*71,402	93,740
Oxford North.....	73	12,832	51,143	24,527
Oxford South.....	61	11,458	14,204	22,235
Parkdale.....	166	16,051	35,285	59,545
Parry Sound.....	97	9,810	13,979	27,022
Peel.....	71	13,329	16,641	23,896
Perth North.....	105	15,859	21,144	32,461
Perth South.....	53	9,437	11,466	18,382
Peterborough West.....	113	15,805	21,192	34,054
Port Arthur-Thunder Bay.....	107	8,761	13,605	27,158
Prescott.....	73	10,200	12,814	26,478
Prince Edward-Lennox.....	84	13,369	16,674	25,843
Renfrew North.....	72	11,479	15,707	27,079
Renfrew South.....	78	12,051	15,310	27,061
Russell.....	122	13,992	22,032	43,413
Simcoe East.....	111	15,713	20,848	37,122
Simcoe North.....	90	13,955	18,486	22,100
Stormont.....	76	12,754	16,133	25,134
Timiskaming North.....	165	16,417	25,116	26,028
Timiskaming South.....	131	13,779	20,445	31,747

\*Each voter could vote for two candidates.—Chaque électeur pouvait voter pour deux candidats.



TABLE 5—TABLEAU 5—*Con.*SUMMARY of Sixteenth General Election by Electoral Districts  
SOMMAIRE de la Seizième Election Générale par Districts ElectorauxONTARIO—*Con.*

Electoral Districts — Districts électoraux	Polling Stations — Bureaux de scrutin	Total Votes — Total des votes	Voters on List — Electeurs sur la liste	Population, 1921
Toronto East.....	184	17,144	38,829	63,735
Toronto East Centre.....	174	15,621	35,502	69,717
Toronto-High Park.....	157	16,585	33,770	50,856
Toronto Northeast.....	236	26,732	45,480	58,319
Toronto Northwest.....	178	16,028	39,546	61,484
Toronto Scarborough.....	202	18,527	42,566	49,749
Toronto South.....	109	6,577	17,806	49,291
Toronto West Centre.....	149	14,646	31,197	59,197
Victoria.....	113	15,101	20,074	33,995
Waterloo North.....	125	16,817	27,520	41,698
Waterloo South.....	97	12,188	21,324	33,568
Welland.....	178	27,366	41,337	66,668
Wellington North.....	66	9,302	12,256	19,833
Wellington South.....	108	16,015	23,651	34,327
Wentworth.....	146	16,352	30,314	46,080
York North.....	105	20,060	24,348	36,222
York South.....	109	11,474	22,194	27,895
York West.....	231	21,204	50,247	61,655
Totals—Totaux.....	9,408	1,226,267	1,847,512	2,931,024

## QUEBEC

Argenteuil.....	56	8,017	9,234	17,165
Bagot.....	45	7,088	7,848	18,035
Beauce.....	118	13,810	22,520	52,701
Beauharnois.....	47	7,810	9,729	19,888
Bellechasse.....	44	6,853	8,930	21,190
Berthier-Maskinongé.....	87	11,280	16,577	36,762
Bonaventure.....	69	11,399	13,762	29,092
Brome-Missisquoi.....	88	13,220	16,506	31,180
Chambly-Verchères.....	90	15,805	19,449	34,643
Champlain.....	110	15,496	21,838	47,852
Charlevoix-Saguenay.....	101	11,539	19,374	46,366
Chateauguay-Huntingdon.....	65	10,732	13,838	26,731
Chicoutimi.....	98	10,874	20,194	37,578
Compton.....	76	12,139	15,086	32,816
Dorchester.....	62	9,297	12,953	29,563
Drummond-Arthabaska.....	103	13,466	21,331	44,372
Gaspé.....	83	13,704	18,383	40,375
Hull.....	110	13,170	22,422	39,180
Joliette.....	64	9,916	12,226	25,913
Kamouraska.....	59	6,952	10,126	22,014
Labelle.....	80	8,848	15,684	35,927
Lake St. John.....	84	13,869	17,227	35,539
Laprairie-Napierville.....	39	7,090	8,903	20,065
L'Assomption-Montcalm.....	73	7,974	14,175	28,318
Laval-Two Mountains.....	68	8,091	13,398	28,314
Lévis.....	76	13,053	16,481	33,323
L'Islet.....	40	6,450	8,081	17,859
Lotbinière.....	53	8,012	10,127	21,837
Matane.....	98	12,669	16,435	36,303
Mégantic.....	72	9,794	14,017	33,633
Montmagny.....	50	7,691	9,975	21,997
Nicolet.....	71	10,439	13,220	29,695
Pontiac.....	143	17,406	28,583	45,682
Portneuf.....	89	11,647	16,445	34,452
Quebec-Montmorency.....	70	11,774	15,106	31,000
Quebec East.....	108	15,901	20,038	40,722
Quebec South.....	76	12,324	16,129	25,875
Quebec West.....	89	14,076	16,970	37,562
Richelieu.....	54	7,867	9,546	19,548

TABLE 5—TABLEAU 5—*Con.*

SUMMARY of Sixteenth General Election by Electoral Districts  
SOMMAIRE de la Seizième Election Générale par Districts Electoraux

QUEBEC—*Con.*

Electoral Districts — Districts électoraux	Polling Stations — Bureaux de scrutin	Total Votes — Total des votes	Voters on List — Electeurs sur la liste	Population, 1921
Richmond-Wolfe.....	96	13,963	18,848	42,248
Rimouski.....	66	9,008	12,563	27,520
St. Hyacinthe-Rouville.....	98	9,260	17,732	36,754
St. Johns-Iberville.....	63	9,154	11,435	23,518
Shefford.....	67	10,043	13,238	25,644
Sherbrooke.....	93	12,308	17,227	30,786
Stanstead.....	56	8,897	11,939	23,380
Témiscouata.....	87	15,030	19,320	44,310
Terrebonne.....	80	9,399	15,582	33,908
Three Rivers-St. Maurice.....	120	17,263	25,081	50,845
Vaudreuil-Soulanges.....	55	7,266	10,794	21,620
Wright.....	71	11,127	15,007	25,867
Yamaska.....	41	6,618	7,534	18,507
ISLAND OF MONTREAL—ÎLE DE MONTREAL				
Cartier.....	88	10,356	16,003	48,869
Hochelaga.....	162	19,533	30,976	67,836
Jacques-Cartier.....	208	35,706	44,197	70,856
Laurier-Outremont.....	150	21,311	28,910	67,682
Maisonneuve.....	159	21,361	32,236	65,646
Mount Royal.....	133	18,828	26,911	39,487
St. Ann.....	138	20,972	27,370	54,834
St. Antoine.....	80	12,854	16,572	33,338
St. Denis.....	219	26,562	43,070	75,475
St. Henri.....	95	12,306	17,878	44,372
St. James.....	109	15,120	23,194	54,741
St. Lawrence-St. George.....	83	9,688	13,072	37,688
St. Mary.....	135	17,820	24,088	63,381
Totals—Totaux.....	5,760	809,295	1,133,633	2,360,179

## NOVA SCOTIA—NOUVELLE-ÉCOSSE

Antigonish-Guysborough.....	80	12,203	15,163	27,098
Cape Breton North-Victoria.....	72	11,004	15,006	31,325
Cape Breton South.....	107	15,406	26,411	58,716
Colchester.....	63	10,151	14,161	25,196
Cumberland.....	100	14,843	21,265	41,191
Digby-Annapolis.....	97	16,144	20,324	37,765
Halifax.....	221	63,349	*49,911	97,228
Hants-Kings.....	107	20,539	25,084	43,462
Inverness.....	62	9,284	12,156	23,803
Pictou.....	105	17,290	21,827	40,851
Queens-Lunenburg.....	125	19,155	23,949	43,686
Richmond-West Cape Breton.....	55	7,078	10,128	17,646
Shelburne-Yarmouth.....	79	13,400	18,327	35,865
Totals—Totaux.....	1,273	229,846	273,712*	523,837

\*Each voter could vote for two candidates.—Chaque électeur pouvait voter pour deux candidats.



TABLE 5—TABLEAU 5—*Con.*

SUMMARY of Sixteenth General Election by Electoral Districts  
SOMMAIRE de la Seizième Election Générale par Districts Electoraux  
NEW BRUNSWICK—NOUVEAU-BRUNSWICK

Electoral Districts — Districts électoraux	Polling Stations — Bureaux de scrutin	Total Votes — Total des votes	Voters on List — Electeurs sur la liste	Population, 1921
Charlotte.....	76	8,671	12,981	21,435
Gloucester.....	80	14,454	17,991	38,684
Kent.....	53	9,008	11,341	23,916
Northumberland.....	82	11,999	17,779	33,985
Restigouche-Madawaska.....	84	16,018	22,218	42,977
Royal.....	80	13,313	17,709	32,078
St. John-Albert.....	159	40,517	*40,114	69,093
Victoria-Carleton.....	81	14,716	18,175	33,900
Westmorland.....	136	21,096	30,156	53,387
York-Sunbury.....	96	12,985	21,564	38,421
Totals—Totaux.....	927	162,777	210,028	387,876

## MANITOBA

Brandon.....	104	15,425	18,633	39,647
Dauphin.....	85	12,832	17,309	37,220
Lisgar.....	51	8,474	11,307	31,101
Macdonald.....	75	11,002	14,905	31,726
Marquette.....	86	13,617	18,551	37,150
Neepawa.....	82	10,813	14,502	28,105
Nelson.....	54	5,705	7,713	21,860
Portage la Prairie.....	100	12,421	17,093	33,866
Provencher.....		Acclamation		31,617
Selkirk.....	108	12,208	18,346	42,663
Souris.....	71	11,103	13,652	25,576
Springfield.....	72	7,903	12,482	35,754
St. Boniface.....	79	11,644	15,597	38,987
Winnipeg North.....	99	12,693	15,285	57,042
Winnipeg North Centre.....	74	11,473	13,697	39,646
Winnipeg South.....	83	16,562	19,558	41,004
Winnipeg South Centre.....	132	24,153	28,614	66,092
Totals—Totaux.....	1,355	198,028	257,244	**639,056

## BRITISH COLUMBIA—COLOMBIE-BRITANNIQUE

Cariboo.....	253	13,643	19,262	39,834
Comox-Alberni.....	85	7,362	9,430	21,378
Fraser Valley.....	85	10,386	14,004	28,811
Kootenay East.....	74	8,330	10,232	19,137
Kootenay West.....	126	11,556	15,072	30,502
Nanaimo.....	118	15,841	25,244	48,010
New Westminster.....	128	18,609	25,848	45,982
Skeena.....	105	8,050	10,712	28,934
Vancouver-Burrard.....	137	21,015	30,560	56,338
Vancouver Centre.....	137	19,417	29,878	60,879
Vancouver North.....	85	10,920	14,452	24,215
Vancouver South.....	106	17,480	24,188	46,137
Victoria.....	69	10,935	16,734	38,727
Yale.....	110	11,801	16,646	35,698
Totals—Totaux.....	1,618	185,345	262,262	524,582

\*Each voter could vote for two candidates.—Chaque électeur pouvait voter pour deux candidats.

\*\*Census of 1926—Recensement de 1926.

TABLE 5—TABLEAU 5—*Concluded*

SUMMARY of Sixteenth General Election by Electoral Districts  
SOMMAIRE de la Seizième Election Générale par Districts Electoraux

## PRINCE EDWARD ISLAND—ILE DU PRINCE-ÉDOUARD

Electoral Districts Districts électoraux	Polling Stations Bureaux de scrutin	Total Votes Total des votes	Voters on List Electeurs sur la liste	Population, 1921
Kings.....	54	8,599	10,183	20,445
Prince.....	63	13,042	16,020	31,520
Queens.....	102	33,928	*20,005	36,650
Totals—Totaux.....	219	55,569	46,208	88,615

## SASKATCHEWAN

Assiniboia.....	124	13,094	16,956	37,854
North Battleford.....	154	9,139	16,468	38,829
Humboldt.....	111	8,753	16,835	41,132
Kindersley.....	148	10,981	15,120	31,832
Last Mountain.....	109	10,116	14,518	35,698
Long Lake.....	98	8,771	13,997	33,280
Mackenzie.....	112	10,458	16,558	38,179
Maple Creek.....	218	14,028	19,422	39,444
Melfort.....	140	11,636	17,171	38,403
Melville.....	111	11,838	15,873	38,591
Moose Jaw.....	135	16,404	19,320	42,496
Prince Albert.....	144	13,827	18,337	44,136
Qu'Appelle.....	124	13,706	16,589	34,055
Regina.....	111	17,016	19,291	44,463
Rosetown.....	134	8,497	14,031	30,903
Saskatoon.....	114	13,829	18,680	47,109
South Battleford.....	184	13,016	18,089	40,816
Swift Current.....	152	11,048	16,343	39,988
Weyburn.....	134	9,594	15,747	40,352
Willow Bunch.....	181	13,118	20,913	47,380
Yorkton.....	97	7,591	13,213	36,192
Totals—Totaux.....	2,835	246,460	353,471	**821,042

## ALBERTA

Acadia.....	219	8,893	16,190	33,188
Athabaska.....	203	7,706	16,715	41,095
Battle River.....	170	7,706	16,623	37,215
Bow River.....	122	8,275	14,050	33,776
Calgary East.....	129	12,069	20,050	40,328
Calgary West.....	131	15,514	22,491	41,064
Camrose.....	183	8,646	16,909	38,564
Edmonton East.....	116	11,501	19,548	40,017
Edmonton West.....	151	13,053	22,118	43,494
Lethbridge.....	123	8,634	15,404	39,646
Macleod.....	181	10,342	16,981	36,872
Medicine Hat.....	144	8,555	12,972	28,444
Peace River.....	263	12,484	21,949	42,784
Red Deer.....	163	7,778	16,854	36,678
Vegreville.....	103	7,545	14,337	35,470
Wetaskiwin.....	201	9,342	16,272	38,949
Totals—Totaux.....	2,602	157,993	279,463	**607,584

## YUKON TERRITORY—TERRITOIRE DU YUKON

Yukon.....	27	1,482	1,848	4,157
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\*Each voter could vote for two candidates.—Chaque électeur pouvait voter pour deux candidats.

\*\*Census of 1926—Recensement de 1926.



## **PART II**

### **RESULTS OF SIXTEENTH GENERAL ELECTION BY POLLING DIVISIONS**

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## **PARTIE II**

### **RÉSULTATS DE LA SEIZIÈME ÉLECTION GÉNÉRALE PAR ARRONDISSEMENTS DE SCRUTIN**





## ONTARIO

## ALGOMA EAST (EST)

Population—1921, 37,054

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Beniah Bowman	George Brecken Nicholson			
Gailbraith and Morin.....	1	R	17	11		28	38
“ Houghton.....	2	R	41	18		59	67
Rose.....	3	R	5	25		30	37
Lefroy.....	4	R	40	27		67	116
Nestorville Town (Ville).....	5	R	106	47		153	184
Little Rapids, Thessalon.....	6	R	108	112		220	291
Maple Ridge.....	7	R	39	42		81	108
Thessalon Town (Ville).....	8	R	171	141		312	422
“ “.....	9	R	119	144		263	378
“ “.....	9A	R	100	114	4	218	314
Kirkwood and Lefroy.....	10	R	3	11		14	22
Wells and Gould.....	11	R	5	45		50	80
Grasset and Parkinson.....	12	R	16	23		39	47
Parkinson.....	13	R	7	58		65	75
Gladstone.....	14	R	31	85	2	118	152
Patton.....	15	R	18	28		46	53
Day and Bright.....	16	R	30	50		80	112
BLIND RIVER—							
Ward (Quartier) 1.....	A-L	R	62	56		118	174
“ “.....	M-Z	R	96	55		151	215
“ “.....	2	R	142	59		201	277
“ “.....	3	R	53	103		156	185
“ “.....	3	R	69	55		124	162
Bright.....	20	R	4	20		24	45
Thompson.....	21	R	68	34		102	130
Cobden and Striker.....	22	R	45	46		91	126
Striker and Long.....	23	R	9	19	2	30	44
Sprague.....	24	R	143	31		179	207
Lewis.....	25	R	12	11	1	24	32
Shedden.....	26	R	102	62		164	218
Spanish Mills.....	27	R	40	96	2	138	177
Victoria.....	28	R	69	82		151	179
Broken Front.....	29	R	27	24		51	62
Massey, Town (Ville).....	30	R	120	143		263	295
Slater, May and Harrow.....	31	R	120	147		267	350
Webbwood Town (Ville).....	32	R	69	114		183	227
Hallum.....	33	R	44	63		107	151
Gaugh, Dunlop, McKinnon and Shakespeare.....	34	R	14	33		47	70
Merritt.....	A-C	R	177	83	3	263	348
“ “.....	D-K	R	172	95		267	353
“ “.....	L-Q	R	162	81	2	245	345
“ “.....	R-Z	R	135	80	3	218	311
Baldwin.....	36	R	115	19		134	159
Nairn and Lorne.....	37	R	36	77		113	124
Louise.....	38	R	27	35	2	64	122
Chelmsford.....	39	R	141	79	1	221	263
Balfour.....	40	R	145	73	1	219	294
Waters.....	41	R	37	84		121	152
Rayside.....	42	R	116	62		178	199
“ “.....	A-L	R	68	78	1	147	160
“ “.....	M-Z	R	122	99	3	224	284
Worthington Div. 1.....	43	R	47	40		87	121
White Fish Div. 2.....	44	R	12	21		33	39
Graham.....	45	R	54	38		92	149
Benny, C.P.R.....	46	R	74	75		149	199
Cartier.....	47	R					
Dowling and lots 8-12, Con. 4							
Balfour.....	48	R	44	64		108	123
Lumeden.....	49	R	17	13		30	44
Levack.....	50	R	69	48		117	167
Snider.....	51	R	40	73	1	114	140

## ALGOMA EAST (EST)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Beniah Bowman	George Brecken Nicholson			
Creighton and Fairbanks.....	52	R	41	19	.....	60	80
Creighton Mines.....	52A	R	178	115	6	299	349
Laforest.....	53	R	8	11	.....	19	71
Thor Lake.....	53A	R	1	16	.....	17	48
Westree.....	54	R	0	11	.....	17	27
Shining Tree.....	55	R	16	24	.....	40	66
Gogama.....	A-L	R	158	72	.....	230	305
".....	M-Z	R	142	82	1	225	337
Tionaga.....	57	R	23	27	.....	50	90
Stackpool.....	57A	R	12	3	.....	15	34
Foleyet.....	58	R	77	122	1	200	302
Morgan.....	59	R	26	4	.....	30	40
Sultan.....	60	R	35	31	1	67	146
Biscotasing.....	61	R	71	98	.....	169	307
West River.....	62	R	19	19	.....	38	60
McFadden Farm.....	63	R	11	24	.....	35	52
Hooverville.....	64	R	8	31	.....	39	44
McFadden Camp No. 17.....	65	R	18	13	1	32	46
" No. 18.....	66	R	11	37	.....	48	54
Lorne.....	67	R	6	37	.....	43	115
Dawson.....	68	R	48	28	.....	76	101
Robinson.....	69	R	83	33	2	118	150
Gore Bay.....	A-L	R	75	99	.....	174	207
".....	M-Z	R	70	75	1	146	198
Gordon.....	A-L	R	79	39	1	119	140
".....	M-Z	R	80	47	.....	127	150
Barrie Island.....	74	R	54	21	.....	75	80
Burpee.....	75	R	78	27	3	108	140
Mills.....	76	R	47	35	.....	82	109
Campbell.....	77	R	63	12	.....	75	96
".....	78	R	119	32	.....	151	188
Billings.....	79	R	53	62	1	116	155
".....	80	R	46	29	.....	75	94
Howland.....	81	R	35	50	.....	85	103
Allan.....	82	R	22	25	.....	47	58
Little Current.....	A-L	R	90	119	1	210	305
".....	M-Z	R	104	124	1	229	337
Howland.....	85	R	15	40	.....	55	62
".....	86	R	58	80	.....	138	163
".....	86A	R	46	48	.....	94	111
Carnarvon.....	87	R	114	66	.....	180	244
".....	88	R	120	38	1	159	196
Sandfield.....	89	R	26	17	.....	43	57
".....	90	R	44	8	.....	52	68
Tehkumah.....	91	R	20	53	1	74	106
".....	92	R	74	72	2	148	174
Assininack.....	A-L	R	80	88	1	169	203
".....	N-Z	R	111	93	.....	204	268
".....	95	R	12	62	.....	74	80
Wickwemikong.....	96	R	3	4	.....	7	20
Willisville.....	97	R	6	38	.....	44	75
Collins Inlet.....	98	R	5	33	.....	38	74
Killarney.....	99	R	125	20	.....	145	205
Cockburn Island.....	100	R	32	42	.....	74	107
Killarney Quarries.....	101	R	0	33	.....	33	39
McGregor Bay.....	102	R	4	14	.....	18	32
White Fish Falls.....	103	R	9	14	.....	23	52
Bay Finn.....	104	R	0	21	.....	21	28
Munro Siding.....	106	R	1	19	.....	20	41
Mileage 71, C.N.R.....	107	R	3	7	.....	10	46
Nemegos.....	108	R	9	29	.....	38	66
Totals—Totaux.....	119	.....	6,909	6,143	53	13,105	17,620

Majority for  
Majorité pour } Beniah Bowman, 766.



## ALGOMA WEST (OUEST)

Population—1921, 35,509

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Edward Simpson	Albert Ernest Whytall			
Sault Ste. Marie.....	1	U	63	21		84	242
".....	2	U	82	28		110	238
".....	3	U	97	27		124	270
".....	4	U	100	17		117	209
".....	5	U	70	32		102	215
".....	6	U	63	43		106	226
".....	7	U	64	14	2	80	175
".....	8	U	123	41	1	165	317
".....	9	U	78	33	2	113	222
".....	10	U	84	26	1	111	149
".....	11	U	79	18		97	272
".....	12	U	67	22		89	355
".....	13	U	76	35		111	334
".....	14	U	65	26	4	95	274
".....	15	U	132	25		157	361
".....	16	U	108	37		145	317
".....	17	U	87	25	1	113	344
".....	18	U	91	36		127	350
".....	19	U	30	55	1	136	375
".....	20	U	88	46	1	135	353
".....	21	U	69	16		85	182
".....	22	U	76	46		122	269
".....	23	U	45	54		99	246
".....	24	U	65	46		111	271
".....	25	U	105	43		148	308
".....	26	U	120	57		177	359
".....	27	U	98	38		136	284
".....	28	U	60	60		120	254
".....	29	U	75	46	1	122	233
".....	30	U	54	52		106	228
".....	31	U	58	56		114	236
".....	32	U	73	26		99	204
".....	33	U	45	79		124	282
".....	34	U	31	59		90	206
".....	35	U	98	74	5	177	274
".....	36	U	96	87		183	342
".....	37	U	85	46		131	253
".....	38	U	71	50		121	230
".....	39	U	99	36	1	136	279
".....	40	U	39	34		73	219
".....	40A	U	51	54	2	107	225
".....	41	U	66	39	4	109	353
".....	42	U	76	69	1	146	379
".....	43	U	65	62	2	129	392
".....	44	U	110	56		166	382
".....	45	U	87	53		140	355
".....	46	U	91	67	3	161	348
".....	47	U	67	53	1	121	318
".....	48	U	97	38	1	136	388
".....	49	U	88	55		143	348
".....	50	U	70	51		121	334
".....	51	U	75	32		107	300
".....	52	U	84	51		135	353
Korah.....	53	R	37	55		92	130
".....	54	R	81	15		96	157
".....	55	R	37	41	1	79	96
".....	56	R	48	12		60	71
Tarentorus.....	57	R	108	41		149	203
".....	58	R	43	14	1	58	126
Prince.....	59	R	46	31	1	78	117
Hilton Beach.....	60	R	73	46	1	120	171
Kaskawan.....	61	R	48	18		66	86
Jocelyn.....	62	R	17	12		29	51
".....	63	R	12	10		22	75
Tenby.....	64	R	7	6		13	30

ALGOMA WEST (OUEST)—*Cen.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Edward Simpson	Albert Ernest Whytall			
Richards Landing.....	65	R	68	61		129	198
“.....	66	R	39	38		77	116
Harmony.....	67	R	41	31	1	73	137
Richards Landing.....	68	R	23	34		57	93
Bruce Mines.....	69	R	85	91		176	234
“.....	70	R	86	80		166	215
Rydal Bank.....	71	R	98	89		187	243
Ophir.....	72	R	26	14		40	50
Poplardale.....	73	R	8	0		8	12
Leeburn.....	74	R	14	26		40	50
Desbarats.....	75	R	120	70		190	287
Gordon Lake.....	76	R	47	34		81	104
Richards Landing.....	77	R	72	37	1	110	140
Bar River.....	78	R	92	67		159	257
Echo Bay.....	79	R	156	59	1	216	286
Sylvan Valley.....	80	R	37	29		66	92
Gordon Lake.....	81	R	23	9		32	38
Garden River.....	82	R	8	6		14	20
Goulais River.....	83	R	18	2		20	55
Goulais Bay.....	84	R	28	0		28	46
Peterbell.....	85	R	22	4		26	49
Batchawana.....	86	R	15	4		19	53
Michipicoten.....	87	R	14	21		35	53
Hawk Junction.....	88	R	22	8		30	85
Sand Lake.....	89	R	6	2		8	94
Pangis.....	90	R	8	6		14	40
Hayden.....	91	R	30	1	1	32	65
Goudreau.....	93	R	20	25	1	46	18
Oba.....	94	R	80	6	2	88	102
Franz.....	95	R	20	31	1	52	74
Chapleau.....	96	R	93	101		194	302
Argolis.....	97	R	18	2		20	40
Chapleau.....	98	R	127	77		204	287
“.....	99	R	103	58	2	163	243
Devon.....	100	R	29	31		60	72
Bolkow.....	101	R	9	16	1	26	56
Nicholson.....	102	R	147	23		170	214
Missanabie.....	103	R	37	22		59	84
Dalton.....	104	R	98	52	3	153	222
Chapleau.....	105	R	121	73	1	195	299
“ Advance (Provisoire).....	106	R	75	65		140	
Searchmount.....	107	R	45	55	3	103	177
Northland.....	108	R	6	8		14	23
Bellevue.....	109	R	22	9		31	58
Glendale.....	110	R	16	21		37	62
Frater.....	111	R	6	9		15	17
Elsas.....	112	R	66	49		115	219
Sault Ste. Marie.....	113	U	37	11		48	
“ Advance (Provisoire).....							
Magpie Mine.....	114	R	7	12		19	45
Wa Wa.....	115	R	28	12		40	28
Grace Mines.....	116	R	12	3		15	17
Totals—Totaux.....	116		7,171	4,187	56	11,414	22,566

Majority for  
Majorité pour } Thomas Edward Simpson, 2,984.



BRANT.

Population—1921, 20,085.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Franklin Smoke	Thomas Scott Davidson			
Tuscarora Township.....	1	R	63	6		69	181
Onondaga Township.....	1	R	69	77		146	186
".....	2	R	64	54		118	176
".....	3	R	67	44		111	150
".....	4	R	28	41		69	132
BRANTFORD CITY (CITÉ)							
Ward (Quartier) 5.....	6	U	98	54		152	220
".....	7	U	125	84		209	296
".....	8A	U	58	38		96	
".....	8B	U	103	50		153	394
South Dumfries Township.....	1	R	39	83		122	127
".....	2	R	41	111		152	218
".....	3	R	23	145		168	223
".....	4	R	46	119		165	199
".....	5A	R	73	78		151	
".....	5B	R	82	81	4	167	357
".....	6	R	53	192		245	276
".....	7	R	11	71	2	84	104
Burford Township.....	1	R	82	98		180	253
".....	2	R	130	92		222	298
".....	3A	R	74	67	1	142	
".....	3B	R	77	62		139	329
".....	4	R	72	120	1	193	247
".....	5	R	61	159		220	264
".....	6	R	32	126		158	214
".....	7	R	65	121	1	187	228
".....	8	R	64	74		138	191
".....	9	R	115	74	2	191	271
Brantford Township.....	8	R	77	132		209	267
".....	9A	R	76	58		134	
".....	9B	R	67	57		124	403
".....	10A	R	104	84		188	
".....	10B	R	101	65		166	438
".....	11	R	91	131		222	295
".....	12	R	48	34		82	117
".....	13A	R	85	51		136	
".....	13B	R	106	64		170	445
".....	14A	R	68	55	3	126	
".....	14B	R	76	57	1	134	401
".....	15	R	9	45		54	88
".....	16	R	60	36		146	210
Paris, Town (Ville).....	1A	R	59	32		141	
".....	1B	R	64	71		141	394
".....	2A	R	113	61		174	
".....	2B	R	88	90		178	506
".....	2C	R	86	62		148	
".....	3A	R	106	62		168	
".....	3B	R	118	41		159	422
".....	4A	R	140	66		206	
".....	4B	R	118	45		163	489
".....	5A	R	101	71	1	173	
".....	5B	R	86	41		127	361
".....	6A	R	184	60	4	248	
".....	6B	R	172	67		239	564
Totals—Totaux.....	53		4,218	4,065	20	8,303	10,843

Majority for  
Majorité pour } Franklin Smoke, 153.

## BRANTFORD CITY (CITÉ)

Population—1921, 33,292

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	William Ross Macdonald	Robert Edwy Ryerson	Bulletins rejetés	Vote total	Electeurs sur la liste
BRANTFORD CITY (CITÉ)							
Ward (Quartier) 1.....	A-L 1	U	72	98	.....	170	222
"	M-Z 1	U	40	100	2	142	179
"	A-L 2	U	57	91	.....	148	201
"	M-Z 2	U	70	96	1	167	218
"	A-L 3	U	73	110	2	185	246
"	M-Z 3	U	44	109	1	154	205
"	A-L 4	U	44	152	1	197	265
"	M-Z 4	U	44	103	1	148	187
"	A-L 5	U	84	87	.....	171	270
"	M-Z 6	U	90	102	.....	192	246
"	A-L 7	U	54	64	.....	118	160
"	M-Z 7	U	72	95	.....	167	209
"	A-L 8	U	61	89	2	152	204
"	M-Z 8	U	66	129	.....	195	257
Ward (Quartier) 2.....	A-L 9	U	57	59	.....	116	168
"	M-Z 9	U	63	86	.....	149	202
"	A-L 10	U	90	91	.....	181	259
"	M-Z 10	U	83	94	.....	177	240
"	A-L 11	U	51	91	.....	142	192
"	M-Z 11	U	75	77	.....	152	241
"	A-L 12	U	80	81	.....	161	221
"	M-Z 12	U	125	72	4	201	283
"	A-L 15	U	84	84	.....	168	254
"	M-Z 15	U	86	71	.....	157	204
"	A-L 16	U	72	54	.....	126	169
"	M-Z 16	U	84	95	.....	179	261
"	A-L 17	U	86	58	1	145	198
"	M-Z 17	U	76	72	.....	148	209
"	A-L 18	U	62	80	.....	142	231
"	M-Z 18	U	74	70	.....	144	204
"	A-L 19	U	74	81	.....	155	202
Ward (Quartier) 3.....	M-Z 19	U	56	58	1	115	198
"	A-L 13	U	75	106	.....	181	251
"	M-Z 13	U	84	77	.....	161	248
"	A-L 14	U	98	88	.....	186	277
"	M-Z 14	U	65	78	.....	143	220
"	A-L 20	U	49	51	.....	100	196
"	M-Z 21	U	79	95	1	175	281
"	A-L 21	U	63	83	1	147	215
"	M-Z 26	U	62	116	.....	178	259
"	A-L 26	U	85	53	.....	138	199
"	M-Z 27	U	104	102	.....	206	292
"	A-L 27	U	61	103	.....	164	253
"	M-Z 28	U	52	85	1	138	205
"	A-L 28	U	45	81	1	127	212
"	M-Z 29	U	42	69	.....	111	165
"	A-L 29	U	56	59	.....	115	156
"	M-Z 30	U	28	61	.....	89	147
Ward (Quartier) 4.....	A-L 30	U	32	64	2	98	140
"	M-Z 22	U	63	76	.....	139	200
"	A-L 22	U	42	48	.....	90	135
"	M-Z 23	U	54	59	.....	113	173
"	A-L 23	U	55	83	.....	138	212
"	M-Z 24	U	42	74	.....	116	198
"	A-L 24	U	48	54	.....	102	156
"	M-Z 25	U	77	89	1	167	231
"	A-L 25	U	62	71	.....	133	198
"	M-Z 31	U	45	65	.....	110	162
"	A-L 31	U	49	68	.....	117	62
"	M-Z 32	U	72	60	.....	132	222
"	A-L 32	U	88	81	.....	169	254
"	M-Z 33	U	82	101	1	184	265
"	A-L 33	U	70	85	.....	155	213





## BRUCE NORTH (NORD)

Population—1021, 20,872

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hugh Clark	James Mal- colm	William Smellie			
Albermarle.....	1	R	17	18	1		36	39
".....	2	R	52	61	0		113	140
".....	3	R	44	60	0		104	131
".....	4	R	45	21	0		66	86
".....	5	R	45	43	0		88	101
Amabel.....	1	R	54	59	1		114	140
".....	2	R	76	101	1		178	235
".....	3	R	40	65	1	1	107	134
".....	4	R	104	92	0		196	226
".....	5	R	105	116	4	2	227	281
".....	6	R	30	31	0		61	76
Arran.....	1	R	80	166	1	1	248	274
".....	2	R	159	54	1		214	244
".....	3	R	141	84	0		225	285
".....	4	R	71	62	4		137	153
".....	5	R	37	34	2		73	88
".....	6	R	30	27	0		57	86
Bruce.....	1	R	45	83	0		128	155
".....	2	R	67	120	3		190	213
".....	3	R	66	94	1		161	200
".....	4	R	31	136	2		169	204
".....	5	R	41	79	0	1	121	137
".....	6	R	33	128	2	1	164	197
Eastnor.....	1	R	47	78	0		125	145
".....	2	R	62	44	2		108	135
".....	3	R	43	13	0		56	69
".....	4	R	50	56	0		106	135
".....	5	R	12	31	0		43	45
Kincardine Township.....	1	R	114	127	1		242	279
".....	2A	R	100	50	2		152	173
".....	2B	R	72	64	0		136	145
".....	3	R	80	75	0		155	178
".....	4	R	62	108	1		171	220
".....	5	R	66	102	0		168	190
Lindsay.....	1	R	34	58	1		93	112
".....	2	R	23	9	0		32	47
".....	3	R	47	20	0		67	82
".....	4	R	20	6	0		26	36
Saugeen Township.....	1	R	70	105	2		177	197
".....	2	R	45	86	2		133	163
".....	3	R	36	67	0	1	104	127
".....	4	R	20	77	0	1	98	119
".....	5	R	34	79	3		116	128
St. Edmund.....	1	R	51	7	0		58	73
".....	2	R	80	46	0		126	145
Hepworth.....	1	R	87	84	1		172	193
Lion's Head.....	1	R	101	93	0		194	226
Port Elgin.....	1A	R	94	103	0		197	207
".....	1B	R	100	74	0		174	182
".....	2A	R	72	115	1	2	190	200
".....	2B	R	60	151	0	2	213	231
Tara.....	1	R	99	75	0		174	188
".....	2	R	81	56	0		137	153
Tiverton.....	1	R	56	98	6		160	182
Kincardine Town (Ville).....	1A	R	124	58	1		183	249
".....	1B	R	109	127	2		238	297
".....	2A	R	75	83	0		158	176
".....	2B	R	95	113	0		208	231
".....	3A	R	56	108	0		164	185
".....	3B	R	60	119	1		180	208
".....	4	R	117	80	2		199	242
Southampton.....	1A	R	116	102	0		218	256
".....	1B	R	119	71	0		190	224
".....	2	R	117	141	0		258	302
".....	3	R	56	54	0		110	132



## BRUCE NORTH (NORD)—Con.

OFFICIAL REPORT

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hugh Clark	James Mal- colm	William Smellie			
Warton.....	1	R	114	68	0	1	183	236
".....	2A	R	78	54	0		132	156
".....	2B	R	58	88	0		146	156
".....	3	R	138	125	0		263	296
".....	4A	R	84	51	0		135	161
".....	4B	R	66	60	0	2	128	134
Cape Croker.....	1	R	11	42	1		54	60
Saugeen Reserve.....	1	R	35	12	0		47	52
Totals—Totaux.....	73		4,959	5,447	53	15	10,474	12,283

Majority for } James Malcolm over (sur) { Hugh Clark, 488  
Majorité pour } William Smellie, 5,394

BRUCE SOUTH (SUD)

Population—1921, 23,413

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George S. Fowler	Walter Allan Hall	John Weigel			
Brant.....	1	R	50	109	24		189	235
".....	2	R	34	67	30		131	144
".....	3	R	44	87	27		158	250
".....	4	R	76	50	11		137	172
".....	5	R	50	28	53		131	168
".....	6	R	19	51	41		111	135
".....	7	R	6	77	66		149	207
".....	8	R	43	98	28		169	218
".....	9	R	19	43	25		87	111
Paisley.....	A-L	R	55	63	3		121	174
".....	M-Z	R	53	89	0	1	143	168
".....	2	R	59	88	5		152	191
Chesley.....	1	R	103	98	0	4	205	244
".....	2	R	85	152	2		239	275
".....	3	R	107	104	2		213	243
".....	4	R	95	146	1		242	309
Lucknow.....	A-L	R	70	51	3		124	165
".....	M-Z	R	78	120	7		205	239
".....	2	R	78	126	3		207	238
Carrick.....	1	R	13	71	72	1	157	249
".....	2	R	15	65	31		111	146
".....	3	R	19	125	35		179	259
".....	4	R	12	44	30		86	143
".....	5	R	10	61	57		128	213
".....	6	R	24	88	47		159	223
".....	7	R	11	88	87	3	189	224
Kinloss.....	1	R	25	6	31		62	91
".....	2	R	25	35	25		85	124
".....	3	R	66	59	31		156	202
".....	4	R	45	106	23		174	210
".....	5	R	27	43	27		97	130
".....	6	R	29	73	6		108	141
Teeswater.....	1	R	125	91	8		224	280
".....	A-L	R	64	35	4		103	226
".....	M-Z	R	62	53	8		123	169
Ripley.....	1	R	60	57	7		124	183
".....	2	R	41	56	13		110	158
Walkerton East (Est).....	A-L	R	87	99	0		186	207
".....	M-Z	R	72	93	5	3	173	194
".....	A-L	R	128	114	0	4	246	280
".....	M-Z	R	103	93	3		199	229
".....	A-L	R	98	71	1		170	198
".....	M-Z	R	66	64	6		136	162
".....	A-L	R	43	138	2	4	187	210
".....	M-Z	R	20	27	14		61	80
Culross.....	1	R	34	48	31		113	155
".....	2	R	24	64	35		123	151
".....	3	R	45	60	62		167	209
".....	4	R	46	85	49	1	181	236
".....	5	R	18	84	30		132	185
".....	6	R	25	32	19	2	78	102
".....	7	R	70	40	66		176	234
Huron.....	1	R	111	37	40		188	237
".....	2	R	54	30	93		177	239
".....	3	R	16	72	51		139	197
".....	4	R	41	78	45	1	165	249
".....	5	R	41	78	45		165	249
Elderslie.....	1	R	63	86	77		231	282
".....	2	R	52	78	23	1	154	214
".....	3	R	84	66	29		179	272
".....	4	R	37	74	57		168	241
Mildmay.....	A-L	R	42	79	21		142	224
".....	M-Z	R	20	48	33		106	201
Greenock.....	1	R	25	58	21		104	137
".....	2	R	12	73	42		127	159
".....	3	R	50	158	18		226	308



BRUCE SOUTH (SUD)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George S. Fowler	Walter Allan Hall	John Weigel			
Greenock.....	4	R	32	40	0	.....	72	85
".....	5	R	76	36	20	.....	132	167
".....	6	R	80	73	4	.....	157	204
".....	7	R	7	38	7	.....	52	80
".....	8	R	15	11	0	.....	35	57
Totals—Totaux.....	70	.....	3,504	5,050	1,791	25	10,370	13,642

Majority for } Walter Allan Hall over (sur) { George S. Fowler, 1,546.  
Majorité pour } John Weigel, 3,259.

## CARLETON

Population—1921, 32,673

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Mortimer Newton Cummings	William Foster Garland	Bulletins rejetés	Vote total	Electeurs sur la liste
Fitzroy.....	1	R	39	59	.....	98	228
".....	2	R	29	35	.....	64	160
".....	2A	R	32	36	.....	68	162
".....	2B	R	50	21	2	73	155
".....	3	R	91	50	.....	141	276
".....	4	R	12	68	.....	80	174
".....	5	R	43	24	.....	67	109
".....	6	R	48	109	1	158	244
Goulburn.....	1	R	37	69	.....	106	158
".....	2	R	31	135	.....	166	221
".....	3	R	57	102	4	163	216
".....	4	R	20	75	.....	95	182
".....	5	R	27	80	.....	107	150
".....	5A	R	13	97	.....	110	285
".....	6	R	9	62	.....	71	148
Huntley.....	1	R	7	99	.....	106	200
".....	2	R	26	165	1	192	283
".....	2A	R	28	118	.....	146	234
".....	3	R	68	19	.....	87	117
".....	4	R	114	23	.....	137	155
March.....	1	R	30	113	.....	143	251
".....	2	R	120	61	.....	181	227
Marlborough.....	1	R	21	68	.....	89	221
".....	2	R	33	65	.....	98	155
".....	3	R	13	70	.....	83	163
".....	4	R	27	41	.....	68	85
Nepean.....	1	R	46	105	.....	151	215
".....	2	R	23	30	1	54	65
".....	3	R	37	105	.....	142	195
".....	4	R	66	59	.....	125	200
".....	5	R	85	27	.....	112	154
".....	6	R	110	48	13	171	226
".....	7	R	66	86	.....	152	199
".....	8	R	35	91	.....	126	155
".....	9	R	71	114	1	186	270
".....	10	R	40	129	.....	169	218
".....	11	R	53	79	1	133	193
".....	12	R	30	69	.....	99	135
".....	13	R	77	107	3	187	229
".....	14	R	77	89	.....	166	226
".....	15	R	27	92	.....	119	186
".....	15A	R	49	60	.....	109	173
".....	16	R	53	86	.....	139	214
".....	17	R	45	93	.....	138	229
".....	17A	R	45	73	2	120	201
".....	18	R	41	106	.....	147	227
".....	18A	R	42	106	.....	148	219
".....	19	R	28	64	.....	92	152
".....	19A	R	27	66	.....	93	144
".....	20	R	61	80	1	142	219
".....	21	R	70	96	1	167	207
".....	22	R	72	102	.....	174	205
".....	23	R	73	76	.....	149	230
".....	24	R	92	98	.....	190	285
".....	25	R	85	48	.....	133	192
".....	25A	R	33	54	.....	87	126
North Gower.....	1	R	21	124	1	146	218
".....	1A	R	36	110	.....	146	194
".....	2	R	57	113	.....	170	248
".....	3	R	28	138	6	172	224
".....	4	R	8	29	.....	37	104
".....	5	R	20	38	.....	58	89
".....	6	R	1	49	.....	50	91



### CARLETON—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Mortimer Newton Cummings	William Foster Garland			
OTTAWA.							
Dalhousie Ward (Quartier)....	57	U	37	44		81	168
“ “ “ “ “ “	57A	U	29	43		72	176
“ “ “ “ “ “	58	U	31	68		99	197
“ “ “ “ “ “	58A	U	51	60		111	221
“ “ “ “ “ “	59	U	35	52	1	88	170
“ “ “ “ “ “	59A	U	38	46	1	85	162
“ “ “ “ “ “	60	U	71	65		136	265
“ “ “ “ “ “	61	U	38	42		80	157
“ “ “ “ “ “	61A	U	42	36		78	153
“ “ “ “ “ “	62	U	71	71		142	275
“ “ “ “ “ “	63	U	99	58		157	233
“ “ “ “ “ “	64	U	67	60	3	130	178
“ “ “ “ “ “	64A	U	39	64		103	156
“ “ “ “ “ “	65	U	29	63	2	94	179
“ “ “ “ “ “	65A	U	36	63		99	203
“ “ “ “ “ “	66	U	36	77	1	114	177
“ “ “ “ “ “	66A	U	28	72		100	161
“ “ “ “ “ “	67	U	53	79		132	217
“ “ “ “ “ “	68	U	72	116		188	294
“ “ “ “ “ “	69	U	50	88		138	261
“ “ “ “ “ “	70	U	30	60		90	215
“ “ “ “ “ “	71	U	85	18		103	202
“ “ “ “ “ “	71A	U	126	47	5	178	285
“ “ “ “ “ “	72	U	32	67		99	183
“ “ “ “ “ “	72A	U	21	47		68	288
Victoria Ward (Quartier).....	14	U	67	25	1	93	154
“ “ “ “ “ “	14A	U	83	31	1	115	168
“ “ “ “ “ “	15	U	114	24		138	202
“ “ “ “ “ “	16	U	98	48		146	262
“ “ “ “ “ “	17	U	89	30		119	183
“ “ “ “ “ “	17A	U	110	19	2	131	176
“ “ “ “ “ “	18	U	76	23	5	104	157
“ “ “ “ “ “	18A	U	97	35		132	209
“ “ “ “ “ “	19	U	49	44		93	148
“ “ “ “ “ “	19A	U	72	42		114	159
“ “ “ “ “ “	20	U	67	65	1	133	232
“ “ “ “ “ “	21	U	59	61		120	199
“ “ “ “ “ “	22	U	59	65		124	219
“ “ “ “ “ “	22A	U	55	78		133	220
“ “ “ “ “ “	23	U	144	17		161	247
“ “ “ “ “ “	24	U	106	39	39	184	276
“ “ “ “ “ “	25	U	132	25		157	204
Advance (Provisoire).....		U	21	21	1	43	
Richmond.....	1	R	36	141		177	255
Torholton.....	1	R	42	53		95	172
“ “ “ “ “ “	2	R	67	120		187	247
Totals—Totaux.....	109		5,744	7,415	101	13,260	21,336

**Majority for  
Majorité pour** } **William Foster Garland, 1,671.**

## DUFFERIN-SIMCOE.

Population—1921, 40,225

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Johnston O'Flynn	William Earl Rowe			
Adjala.....	1	R	35	73		108	201
".....	2	R	73	21		94	204
".....	3	R	47	28		75	121
".....	4	R	12	57		69	117
".....	5	R	22	46		68	123
".....	6	R	20	52		72	121
Alliston.....	1	R	100	109		209	290
".....	2	R	101	129		230	307
".....	3	R	78	168	3	249	320
Beeton.....	1	R	20	118		138	372
".....	2	R	34	97		131	
Essa.....	1	R	81	111		192	368
".....	2	R	46	77		123	211
".....	3	R	16	100		116	261
".....	4	R	53	166		219	342
".....	5	R	29	109		138	189
".....	6	R	40	83		123	204
".....	7	R	25	72		97	154
".....	8	R	15	118		133	225
Innisfil.....	1	R	26	79		105	184
".....	2	R	60	95	1	156	235
".....	3	R	76	160	2	238	377
".....	4	R	56	62		118	209
".....	5	R	93	127		220	297
".....	6	R	21	74		95	181
".....	7	R	47	66		113	134
".....	8	R	41	96		137	193
".....	9	R	12	41		53	67
".....	10	R	21	71		92	118
Tecumseth.....	1	R	39	68		107	344
".....	2	R	29	62		91	313
".....	2A	R	24	67		91	
".....	3	R	35	82		117	217
".....	4	R	50	145		195	262
".....	5	R	59	109		168	279
".....	6	R	30	151		181	250
Tottenham.....	1	R	44	57		101	313
".....	2	R	47	68		115	
Tossorantio.....	1	R	41	83		124	341
".....	1A	R	31	64		95	
".....	2	R	16	105	1	122	203
".....	3	R	14	34		48	77
".....	4	R	21	25		46	73
".....	5	R	16	42		58	109
Gwillimbury.....	1	R	99	105		204	280
".....	2	R	93	101		194	292
".....	3	R	29	132		161	207
".....	4	R	57	77		134	214
".....	5	R	33	57	1	91	149
Amaranth.....	1	R	41	30		91	141
".....	2	R	70	98		168	223
".....	3	R	29	78		107	163
".....	4	R	73	41	1	115	138
".....	5	R	53	41		94	130
".....	6	R	36	60		96	126
".....	7	R	62	21		83	110
".....	8	R	69	32		101	122
Garafraxa East (Est).....	1	R	46	34		80	105
".....	2	R	28	32		60	89
".....	3	R	20	49		69	100
".....	4	R	60	97		157	248
".....	5	R	34	111		145	199
Mono.....	1	R	21	85		106	102
".....	2	R	22	48		70	135
".....	3	R	28	59		87	163



## DUFFERIN-SIMCOE—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Johnston O'Flynn	William Earl Rowe			
Mono.....	4	R	29	94		123	182
".....	5	R	46	99		145	196
".....	6	R	107	86		193	290
".....	7	R	60	85		151	192
Mulmur.....	1	R	39	171	1	211	327
".....	2	R	18	58		76	100
".....	3	R	83	149		232	291
".....	4	R	19	60		79	164
".....	5	R	43	95	1	139	236
".....	6	R	90	103		193	260
Melancthon.....	1	R	113	115		228	327
".....	2	R	71	12		83	112
".....	3	R	60	55		115	183
".....	4	R	95	52		147	236
".....	5	R	122	38		160	213
".....	6	R	102	100		202	278
".....	7	R	88	50		138	207
".....	8	R	44	44		88	116
Luther East (Est).....	1	R	49	58		107	152
".....	2	R	110	82		192	218
".....	3	R	125	85		210	242
Orangeville.....	1	R	57	92		149	385
".....	1A	R	53	77		130	
".....	2	R	57	64		121	425
".....	2A	R	59	95		154	
".....	3	R	53	102	2	157	611
".....	3A	R	47	127	1	175	
".....	4	R	31	117		148	525
".....	4A	R	48	114		162	
Shelburne.....	1	R	87	79	1	167	415
".....	1A	R	87	87	2	176	
".....	2	R	97	162		259	366
Grand Valley.....	1	R	62	92	3	157	342
".....	2	R	89	72		161	
Bradford.....	1	R	36	74		110	390
".....	1A	R	67	88		155	
".....	2	R	55	88		143	227
Totals—Totaux.....	102		5,303	8,376	20	13,699	20,550

Majority for } William Earl Rowe, 3,073.  
Majorité pour }

DURHAM

Population—1921, 24,629

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Fred Wellington Bowen	Melville Howden Staples			
Clark.....	1A	R	61	48	1	110	140
".....	1B	R	35	71		106	142
".....	2	R	51	49		100	136
".....	3	R	44	75		119	155
".....	4	R	94	67	1	162	212
".....	5A	R	57	71		128	158
".....	5B	R	61	65		126	153
".....	6	R	48	53		101	168
".....	7	R	54	30		84	93
".....	8	R	66	71		137	202
".....	9A	R	67	82	2	151	194
".....	9B	R	73	90	2	165	209
Darlington.....	1A	R	35	97		132	162
".....	1B	R	30	120		150	156
".....	2	R	113	98		211	257
".....	3	R	75	134		209	268
".....	4A	R	50	82		132	149
".....	4B	R	69	69		138	165
".....	5A	R	64	77		141	183
".....	5B	R	66	40		106	144
".....	6A	R	52	73	2	127	182
".....	6B	R	38	96		134	188
".....	7A	R	34	113		147	185
".....	7B	R	24	84		108	134
Hope.....	1	R	68	60	1	129	237
".....	2A	R	50	124		174	287
".....	2B	R	37	47		84	144
".....	3	R	25	107	1	133	241
".....	4	R	92	46		138	275
".....	5	R	122	59		181	258
".....	6	R	84	80		164	241
Newcastle.....	1	R	30	71		151	181
".....	2	R	102	98		200	235
Cartwright.....	1A	R	89	27		116	185
".....	1B	R	67	25	1	93	140
".....	2	R	91	36		127	176
".....	3	R	141	35		176	239
".....	4	R	104	64		168	216
Manvers.....	1	R	61	27		88	134
".....	2	R	77	10		87	148
".....	3A	R	86	20	2	108	170
".....	3B	R	63	20		83	160
".....	4	R	103	29		132	153
".....	5A	R	104	22		126	181
".....	5B	R	100	26		126	154
".....	6	R	103	36		139	244
".....	7A	R	74	33		107	153
".....	7B	R	75	24	1	100	148
Cavan.....	1	R	117	16		133	223
".....	2	R	127	55	4	186	248
".....	3A	R	65	41		106	165
".....	3B	R	54	35	3	92	137
".....	4A	R	49	53		102	164
".....	4B	R	53	38		91	144
".....	5	R	79	76		155	254
Millbrook.....	1	R	136	68		204	262
".....	2	R	127	55	4	186	248
Bowmanville, West Ward (Quartier Ouest).....	1	R	119	79		198	293
".....	2A	R	93	59		152	197
".....	2B	R	99	41	1	141	198
Bowmanville, North Ward (Quartier Nord).....	1A	R	134	67	1	202	255
".....	1B	R	96	57		153	194
".....	2A	R	105	71		176	234



DURHAM—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Fred Wellington Bowen	Melville Howden Staples			
Bowmanville, North Ward (Quartier nord).....	2B	R	95	83	.....	178	220
“ “ “ “.....	2C	R	95	82	.....	177	248
Bowmanville, South Ward (Quartier Sud).....	1A	R	120	43	.....	163	209
“ “ “ “.....	1B	R	93	65	.....	158	193
“ “ “ “.....	2	R	160	52	.....	212	284
PORT HOPE							
North Ward (Quartier Nord)...	1A	R	84	49	.....	133	201
“ “ “ “.....	1B	R	78	48	.....	126	201
“ “ “ “.....	1C	R	81	74	.....	155	216
South Ward (Quartier Sud)....	1A	R	114	79	.....	193	299
“ “ “ “.....	1B	R	106	62	4	172	261
East Ward (Quartier Est).....	2	R	87	54	.....	141	246
West Ward (Quartier Ouest)...	2A	R	93	60	.....	153	258
“ “ “ “.....	2B	R	88	63	.....	151	263
“ “ “ “.....	2C	R	97	56	.....	153	280
“ “ “ “.....	3A	R	78	115	.....	193	296
“ “ “ “.....	3B	R	60	100	.....	160	266
East Ward (Quartier Est).....	3A	R	95	73	.....	168	265
“ “ “ “.....	3B	R	72	74	.....	146	228
Totals—Totaux.....	81	.....	6,508	5,024	31	11,563	16,495

Majority for } Fred Wellington Bowen, 1,484  
Majorité pour }

## ELGIN WEST (OUEST)

Population—1921, 35,413

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Mitchell Frederick Hepburn	Hugh Cummings McKilop			
Aldborough.....	1A	R	71	46	.....	117	183
".....	1B	R	54	32	.....	86	143
".....	2	R	95	56	.....	161	256
".....	3	R	74	68	.....	142	217
".....	4	R	96	107	.....	203	251
".....	5	R	82	82	.....	164	190
".....	6	R	44	85	.....	129	208
".....	7	R	60	92	.....	152	172
".....	8	R	75	32	.....	107	128
South Dorchester.....	1	R	109	57	.....	166	251
".....	2	R	87	102	.....	189	318
".....	3	R	110	60	3	173	269
Dunwich.....	1	R	111	101	.....	212	282
".....	2	R	84	84	.....	168	250
".....	3	R	86	34	.....	120	164
".....	4	R	68	25	.....	93	152
".....	5	R	144	18	.....	162	229
".....	6	R	88	25	2	115	156
".....	7	R	102	55	.....	157	216
".....	8	R	85	59	.....	144	191
Dutton.....	1	R	98	130	3	231	292
".....	2	R	106	85	.....	191	257
Port Stanley.....	1	R	137	115	3	255	341
".....	2	R	60	94	.....	154	173
Rodney.....	1	R	109	81	1	191	240
".....	2	R	104	85	1	190	235
St. Thomas City (Cite) A-K	1	U	38	72	.....	110	245
" " L-Z	1	U	60	92	.....	152	271
" " A-G	2	U	55	134	.....	200	326
" " H-M	2	U	63	123	.....	186	307
" " N-Z	2	U	82	116	.....	198	308
" " A-G	3	U	67	75	.....	142	254
" " H-M	3	U	87	80	.....	167	273
" " N-Z	3	U	75	78	.....	153	268
" " A-G	4	U	55	128	.....	194	380
" " H-N	4	U	84	104	.....	188	360
" " O-Z	4	U	77	104	.....	181	367
" " A-G	5	U	71	109	.....	180	296
" " H-O	5	U	86	88	.....	174	279
" " P-Z	5	U	75	94	.....	169	264
" " A-G	6	U	80	75	.....	155	286
" " H-O	6	U	59	64	1	124	238
" " P-Z	6	U	93	78	.....	171	296
" " A-L	7	U	63	64	.....	127	281
" " McZ	7	U	74	93	.....	167	292
" " A-L	8	U	85	107	.....	192	311
" " McZ	8	U	76	89	.....	165	324
" " A-H	9	U	58	103	1	162	289
" " I-Z	9	U	88	97	1	186	303
" " A-G	10	U	80	84	.....	164	338
" " H-N	10	U	84	91	.....	175	318
" " O-Z	10	U	64	88	3	155	315
" " A-G	11	U	72	71	.....	143	283
" " H-N	11	U	66	67	.....	133	252
" " O-Z	11	U	81	60	.....	141	269
" " A-K	12	U	72	88	.....	160	267
" " L-Z	12	U	78	74	1	153	248
" " A-D	13	U	101	136	.....	237	411
" " E-H	13	U	53	75	.....	128	209
" " I-Mc	13	U	81	84	.....	165	280
" " N-R	13	U	69	52	1	122	179
" " S-Z	13	U	77	97	1	175	311
" " A-F	14	U	67	101	2	170	314
" " G-M	14	U	78	88	.....	166	324
" " N-Z	14	U	68	111	.....	179	337
" " A-Z	15	U	80	109	1	190	295



ELGIN WEST (OUEST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Mitchell Frederick Hepburn	Hugh Cummings McKillop			
Southwold.....	1	R	113	70		183	317
".....	2	R	80	41		121	162
".....	3	R	142	50		201	256
".....	4	R	152	92		244	301
".....	5	R	43	50	1	94	142
".....A-K	6	R	68	81		149	225
".....L-Z	6	R	76	76	1	153	216
".....	7	R	119	126		245	306
".....	8	R	119	42	1	162	292
Springfield.....	1	R	23	21		44	58
Lorne West (Ouest).....	1	R	81	148	2	231	289
".....	2	R	65	116		181	212
Yarmouth.....	1	R	229	95		324	360
".....	2	R	30	85		115	145
".....	3	R	140	124		264	333
".....	4	R	172	114		286	380
".....	5	R	116	82		198	266
".....	6	R	177	154		331	426
".....	7	R	77	76		153	187
".....	8	R	95	140		235	354
".....	9	R	76	106	2	184	234
".....	10	R	57	35		92	127
".....	11	R	76	45		121	189
".....	12	R	53	107	1	161	195
St. Thomas City (Cite), Ad- vance (Provisoire).....		U	258	194	2	454	.....
Totals—Totaux.....	91	.....	7,920	7,742	35	15,697	23,564

Majority for } Mitchell Frederick Hepburn, 178  
Majorité pour }

## ESSEX EAST (EST)

Population—1921, 25,283

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Raymond D. Morand	Edmond George Odette			
Belle River.....	1	R	30	126		156	189
".....	2	R	57	123		180	202
Ford City (Cité).....	1A	U	22	171	1	194	269
".....	1B	U	20	110		130	200
".....	2A	U	48	151	6	205	278
".....	2B	U	43	159		202	274
".....	3A	U	78	62		140	185
".....	3B	U	63	64	1	128	188
".....	4A	U	121	89		210	341
".....	4B	U	101	128		229	320
".....	5A	U	72	133	4	209	296
".....	5B	U	49	154		203	300
".....	6A	U	55	86	5	146	222
".....	6B	U	44	98	7	149	197
".....	7A	U	58	86		144	210
".....	7B	U	77	86	2	165	220
".....	8A	U	60	51		111	163
".....	8B	U	73	45		118	185
".....	9A	U	80	58		138	225
".....	9B	U	65	58	2	125	214
".....	10A	U	119	96	1	216	313
".....	10B	U	95	112	6	213	305
".....	11A	U	86	78		164	222
".....	11B	U	101	65	1	167	226
Maidstone Township.....	1	R	73	146		219	342
".....	2	R	72	125	2	199	258
".....	3	R	70	54		124	172
".....	4	R	100	110		210	245
".....	5	R	114	65		179	248
".....	6	R	38	54		92	126
Riverside Town (Ville).....	1	R	178	100		278	378
".....	2	R	114	69		183	264
".....	3A	R	75	48	1	124	200
".....	3B	R	87	53		140	221
".....	4A	R	118	108	5	231	334
".....	4B	R	92	100		192	237
".....	5A	R	34	70	1	105	144
".....	5B	R	40	86		126	177
Rochester Township.....	1	R	45	160	3	208	237
".....	2	R	100	70		170	223
".....	3	R	93	150		243	264
".....	4A	R	11	106		117	126
".....	4B	R	31	141	1	173	193
St. Clair Beach.....	1	R	35	50		85	90
Tecumseh Town (Ville).....	1A	R	34	152		186	196
".....	1B	R	27	86		113	164
".....	2	R	74	164	4	242	293
".....	3	R	51	69		120	153
Tilbury Town (Ville).....	1	R	21	137	5	163	187
".....	2	R	49	189	1	239	285
".....	3	R	40	131	3	174	223
".....	4A	R	65	83		148	188
".....	4B	R	47	80		127	150
"..... North (Nord).....	1	R	37	181		218	242
".....	2	R	48	43	1	92	104
".....	3	R	42	79		121	144
".....	4	R	20	69		89	109
".....	5	R	15	73		88	92
".....	6	R	38	69		107	122
"..... West (Ouest).....	1A	R	127	85		212	250
".....	1B	R	72	85	1	158	190
".....	2	R	33	26		59	78
".....	3	R	26	23		49	53
".....	4	R	72	45		117	143
".....	5	R	33	28		61	73



ESSEX EAST (EST)—*Con.*

1913-14

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Raymond D. Morand	Edmond George Odette			
Walkerville.....	1A	U	85	74	.....	159	232
".....	1B	U	82	60	2	144	200
".....	1C	U	103	44	1	148	200
".....	2A	U	100	79	.....	179	260
".....	2B	U	114	71	.....	185	240
".....	2C	U	78	52	.....	130	173
".....	3A	U	143	58	.....	206	260
".....	3B	U	133	46	.....	179	240
".....	4A	U	129	72	.....	201	260
".....	4B	U	112	68	.....	180	200
".....	5A	U	146	65	.....	211	275
".....	5B	U	112	60	.....	172	240
".....	6A	U	117	39	1	157	213
".....	6B	U	90	25	.....	115	163
".....	7A	U	89	38	.....	127	150
".....	7B	U	102	37	.....	139	167
".....	8A	U	133	65	.....	198	250
".....	8B	U	119	95	.....	214	250
".....	9A	U	92	47	.....	139	165
".....	9B	U	68	38	.....	106	125
".....	10A	U	129	87	4	220	302
".....	10B	U	111	77	1	189	248
".....	11A	U	118	57	5	180	240
".....	11B	U	106	50	.....	156	200
Totals—Totaux.....	89	.....	6,724	7,555	78	14,357	18,915

Majority for  
Majorité pour } Edmond George Odette, 831.

## ESSEX SOUTH (SUD)

Population—1921, 29,375

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Eccles James Gott	Thomas Rowley			
On a recount (Sur un nouveau dépouillement)							
Amherstburg	1A	R	111	56		167	188
"	1B	R	80	49		129	189
"	2A	R	154	63	2	219	289
"	2B	R	107	90	2	199	244
"	3A	R	148	99	3	250	333
"	3B	R	105	118	4	227	334
Anderdon	1	R	58	53		111	123
"	2	R	71	36		107	132
"	3A	R	44	100		144	175
"	3B	R	27	83		110	224
"	4	R	71	131	1	203	230
"	5	R	79	44	3	126	184
Colchester North (Nord)	1A	R	62	57		119	183
"	1B	R	49	65	2	116	166
"	2	R	56	69		125	171
"	3	R	63	151		214	247
"	1A	R	69	94		163	255
"	1B	R	67	95		162	217
"	2A	R	52	40	1	93	155
"	2B	R	103	51	1	155	192
"	3A	R	90	93	2	185	204
"	3B	R	46	98	3	147	249
"	4A	R	35	104	2	141	241
"	4B	R	38	84	2	124	210
Essex	1A	R	65	56	1	122	177
"	1B	R	66	50	1	117	156
"	2A	R	82	71		153	195
"	2B	R	83	78	1	162	198
"	3A	R	96	61	2	159	186
"	3B	R	74	79	1	154	205
Gosfield North (Nord)	1	R	34	33		67	83
"	2	R	112	86		198	246
"	3A	R	91	74	3	168	223
"	3B	R	97	93	1	191	243
"	4	R	109	117		226	290
"	5	R	74	62		136	184
"	1	R	44	44	1	89	165
"	2A	R	70	104	1	175	261
"	2B	R	93	70	1	164	221
"	3A	R	79	71	1	151	172
"	3B	R	81	69	1	151	164
"	4	R	86	91	4	181	244
"	5	R	66	80	1	147	153
Kingsville	1A	R	80	93	6	179	235
"	1B	R	61	79	2	142	197
"	2A	R	67	67	1	135	165
"	2B	R	63	56	2	121	143
"	3A	R	90	74	1	165	204
"	3B	R	67	60	1	128	159
"	4	R	146	105	1	252	331
Leamington	1A	R	70	59		129	177
"	1B	R	63	57		120	191
"	2A	R	123	94		217	348
"	2B	R	146	124	1	271	304
"	3A	R	106	85	1	192	388
"	3B	R	113	40	2	155	260
"	4	R	179	118	2	299	445
"	5A	R	172	134	2	308	454
"	5B	R	95	59	1	155	277
"	6	R	156	63		219	340
Malden	1	R	94	110	2	206	260
"	2	R	87	94		181	236
"	3	R	71	114	1	186	254



ESSEX SOUTH (SUD)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Eccles James Gott	Thomas Rowley			
Mersea.....	1A	R	51	59	.....	110	168
".....	1B	R	55	67	.....	133	190
".....	2	R	82	53	.....	135	182
".....	3	R	66	46	.....	112	189
".....	4	R	39	70	.....	109	147
".....	5	R	89	56	.....	145	195
".....	6	R	52	54	.....	106	210
".....	7	R	86	20	.....	115	189
".....	8	R	103	84	.....	187	259
".....	9	R	35	47	.....	82	126
".....	10	R	79	85	3	167	253
".....	11	R	129	87	.....	216	308
Pelee Island.....	1A	R	52	72	.....	124	130
".....	1B	R	93	113	.....	206	230
Sandwich South (Sud).....	1	R	53	87	1	141	185
".....	2	R	82	101	.....	183	301
".....	3	R	45	63	.....	108	141
".....	4	R	67	69	.....	136	184
Wheatley.....	1A	R	75	119	2	195	265
".....	1B	R	81	80	.....	161	248
Totals—Totaux.....	83	.....	6,761	6,438	80	13,279	18,360

Majority for  
Majorité pour } Eccles James Gott, 323.

## ESSEX WEST (OUEST)

Population—1921, 40,418

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Sidney Cecil Robinson	John Henry Rodd			
			On a recount—Sur un nouveau dépouillement				
Windsor City (Cité).....	1	U	63	58	1	122	198
" ".....	2	U	50	46		96	215
" ".....	3	U	38	36		74	167
" ".....	4	U	56	30		86	159
" ".....	5	U	46	46		92	180
" ".....	6	U	58	61		119	205
" ".....	7	U	61	50		111	200
" ".....	8	U	54	60	2	116	225
" ".....	9	U	56	61		117	203
" ".....	10	U	72	54	1	127	230
" ".....	11	U	65	60		125	191
" ".....	12	U	67	37	1	105	189
" ".....	13	U	66	71		137	203
" ".....	14	U	51	50		101	254
" ".....	15	U	67	38	1	106	175
" ".....	16	U	37	52	1	90	179
" ".....	17	U	53	49		102	169
" ".....	18	U	42	57		99	178
" ".....	19	U	62	46	1	109	197
" ".....	20	U	73	53		126	212
" ".....	21	U	61	30	1	92	199
" ".....	22	U	61	50		111	208
" ".....	23	U	48	26		74	190
" ".....	24	U	69	35	1	105	194
" ".....	25	U	77	46		123	236
" ".....	26	U	69	52	4	125	213
" ".....	27	U	47	41		88	169
" ".....	28	U	42	21		63	189
" ".....	29	U	59	49	2	110	267
" ".....	30	U	67	37		104	194
" ".....	31	U	58	45	1	104	201
" ".....	32	U	42	52		94	222
" ".....	33	U	73	52	2	127	309
" ".....	34	U	16	15		31	68
" ".....	35	U	72	53		125	224
" ".....	36	U	60	62		122	223
" ".....	37	U	90	74		164	298
" ".....	38	U	27	13	1	41	73
" ".....	39	U	90	82	1	173	316
" ".....	40	U	23	19		42	62
" ".....	41	U	69	49	1	119	176
" ".....	42	U	54	39		93	163
" ".....	43	U	58	50		108	178
" ".....	44	U	62	57		119	177
" ".....	45	U	45	42		87	176
" ".....	46	U	48	29		77	256
" ".....	47	U	60	56		116	209
" ".....	48	U	59	34	1	94	175
" ".....	49	U	68	60		128	190
" ".....	50	U	74	53	1	128	189
" ".....	51	U	61	50		111	171
" ".....	52	U	45	62		107	163
" ".....	53	U	63	66		129	242
" ".....	54	U	111	73	5	189	362
" ".....	55	U	57	59		116	195
" ".....	56	U	100	22		122	228
" ".....	57	U	67	43		110	307
" ".....	58	U	111	74		185	322
" ".....	59	U	15	22	2	39	51
" ".....	60	U	35	50		58	109
" ".....	61	U	92	66	4	162	261
" ".....	62	U	67	65		132	222
" ".....	63	U	94	97		191	280
" ".....	64	U	74	26	1	101	174



## ESSEX WEST (OUEST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Sidney Cecil Robinson	John Henry Rodd			
Windsor City (Cité).....	65	U	64	42		106	195
" ".....	66	U	65	38		103	213
" ".....	67	U	111	44		155	223
" ".....	68	U	85	58		143	238
" ".....	69	U	63	47		110	137
" ".....	70	U	81	67	1	149	248
" ".....	71	U	73	40		113	187
" ".....	72	U	87	40		127	260
" ".....	73	U	39	53		92	270
" ".....	74	U	50	39	1	90	208
" ".....	75	U	31	47		78	170
" ".....	76	U	37	39	2	78	173
" ".....	77	U	47	34	1	82	163
" ".....	78	U	45	43		88	251
" ".....	79	U	43	66		109	257
" ".....	80	U	36	52		88	191
" ".....	81	U	47	34		81	159
" ".....	82	U	55	48		103	197
" ".....	83	U	35	36		71	159
" ".....	84	U	78	71	1	150	305
" ".....	85	U	49	48	1	98	232
" ".....	86	U	37	87		124	279
" ".....	87	U	36	42	1	79	149
" ".....	88	U	44	29	1	74	189
" ".....	89	U	43	20	4	67	344
" ".....	90	U	32	44		76	169
" ".....	91	U	29	34		63	150
" ".....	92	U	50	49	2	101	216
" ".....	93	U	27	43		70	165
" ".....	94	U	94	58		152	297
" ".....	95	U	48	38		86	145
" ".....	96	U	43	56	1	100	306
" ".....	97	U	52	34		86	215
" ".....	98	U	24	62	2	88	195
" ".....	99	U	38	31		69	150
" ".....	100	U	48	27	1	76	175
" ".....	101	U	41	32	2	75	167
" ".....	102	U	32	19	2	53	131
" ".....	103	U	76	51		127	287
" ".....	104	U	45	27		72	162
" ".....	105	U	34	34		68	146
" ".....	106	U	80	33	3	116	258
" ".....	107	U	74	41		115	266
" ".....	108	U	40	16		56	91
" ".....	109	U	47	56		103	209
" ".....	110	U	61	35		96	167
" ".....	111	U	39	24		63	144
" ".....	112	U	58	24		82	174
" ".....	113	U	62	27	1	90	182
" ".....	114	U	41	40		81	145
" ".....	115	U	57	43		100	222
" ".....	116	U	42	33	1	76	184
" ".....	117	U	45	79	1	125	263
" ".....	118	U	54	69	2	125	242
" ".....	119	U	54	69		123	252
" ".....	120	U	42	40	1	83	173
" ".....	121	U	17	31	1	49	131
" ".....	122	U	56	53	1	110	197
" ".....	123	U	53	43		96	175
" ".....	124	U	70	92		162	262
" ".....	125	U	80	70		150	270
" ".....	126	U	90	66		156	276
" ".....	127	U	55	48	1	104	185
" ".....	128	U	52	35		87	186
" ".....	129	U	42	59	1	102	184

## ESSEX WEST (OUEST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Sidney Cecil Robinson	John Henry Rodd			
Windsor City (Cité).....	130	U	60	49	.....	109	169
" ".....	131	U	60	74	.....	134	193
" ".....	132	U	44	61	.....	105	161
" ".....	133	U	45	89	.....	134	206
" ".....	134	U	31	72	1	104	163
" ".....	135	U	62	95	2	159	286
" ".....	136	U	35	66	.....	101	181
" ".....	137	U	28	42	2	72	144
" ".....	138	U	18	66	1	85	157
" ".....	139	U	22	62	.....	84	151
" ".....	140	U	33	69	1	103	177
" ".....	141	U	28	45	.....	73	164
" ".....	142	U	69	75	.....	144	286
" ".....	143	U	62	40	2	104	199
" ".....	144	U	49	31	3	83	144
" ".....	145	U	38	45	.....	83	157
" ".....	146	U	47	39	.....	86	174
" ".....	147	U	94	67	.....	161	287
" ".....	148	U	70	83	1	154	282
" ".....	149	U	63	49	1	113	244
" ".....	150	U	70	45	1	116	224
" ".....	151	U	79	42	1	122	212
" ".....	152	U	73	33	.....	106	194
" ".....	153	U	36	43	.....	79	165
" ".....	154	U	41	28	.....	69	159
" ".....	155	U	59	67	7	133	229
" ".....	156	U	53	39	.....	92	182
" ".....	157	U	47	47	.....	94	183
" ".....	158	U	44	28	1	73	187
" ".....	159	U	41	22	1	64	164
" ".....	160	U	35	44	.....	79	175
" ".....	161	U	46	73	1	120	213
" ".....	162	U	68	33	.....	101	208
" ".....	163	U	69	32	.....	101	194
" ".....	164	U	98	48	.....	146	300
" ".....	165	U	12	20	.....	32	141
Sandwich Town (Ville).....	1	U	75	52	.....	127	215
" ".....	2	U	67	40	2	109	169
" ".....	3	U	74	109	2	185	284
" ".....	4	U	64	97	1	162	274
" ".....	5	U	62	45	.....	107	178
" ".....	6	U	78	95	.....	173	294
" ".....	7	U	88	50	2	140	235
" ".....	8	U	72	104	.....	176	263
" ".....	9	U	74	84	1	159	256
" ".....	10	U	50	23	.....	73	130
" ".....	11	U	65	101	.....	166	265
" ".....	12	U	51	93	1	145	204
" ".....	13	U	67	130	2	199	290
" ".....	14	U	44	63	.....	107	165
" ".....	15	U	76	66	2	144	251
" ".....	16	U	61	95	.....	156	290
" ".....	17	U	79	80	.....	159	266
" ".....	18	U	60	53	3	116	194
" ".....	19	U	64	82	.....	146	274
" ".....	20	U	54	76	1	131	241
" ".....	21	U	63	86	3	152	274
" ".....	22	U	59	36	.....	95	162
Sandwich East Township.....	1	R	67	128	3	198	236
" ".....	2	R	66	90	.....	156	241
" ".....	3	R	70	39	.....	109	172
" ".....	4	R	51	71	1	123	179
" ".....	5	R	30	69	2	101	138
" ".....	6	R	72	46	.....	118	169
" ".....	7	R	56	44	.....	100	173



## ESSEX WEST (OUEST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Sidney Cecil Robinson	John Henry Rodd			
Sandwich East Township.....	8	R	107	67	.....	174	198
" " ".....	9	R	104	70	.....	174	212
" West ".....	1	R	26	38	.....	64	107
" " ".....	2	R	43	117	.....	160	217
" " ".....	3	R	46	77	.....	123	153
" " ".....	4	R	43	43	51	137	188
" " ".....	5	R	7	141	2	150	178
" " ".....	6	R	21	111	.....	132	152
" " ".....	7	R	87	64	3	154	188
" " ".....	8	R	28	62	.....	90	109
La Salle.....	1	R	21	129	1	151	168
".....	2	R	31	112	1	144	168
Ojibway.....	1	R	10	3	.....	13	19
Windsor City (Cité) Advance (Provisoire).....	1	U	11	9	1	21	
Totals—Totaux.....	208	.....	11,555	11,095	183	22,833	41,865

Majority for }  
Majorité pour } Sidney Cecil Robinson, 460.

## FORT WILLIAM

Population—1921, 27,851

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Robert James Manion	William Nassau Welsh			
Fort William City (Cité).....	1	U	117	26		143	207
" " .....	2	U	133	41	12	186	280
" " .....	3	U	45	60	3	108	226
" " .....	4A	U	43	34		77	147
" " .....	4B	U	42	32		74	141
" " .....	5A	U	51	42		93	170
" " .....	5B	U	45	41	4	90	191
" " .....	6A	U	58	43		101	172
" " .....	6B	U	45	23		68	138
" " .....	7A	U	73	38	1	112	209
" " .....	7B	U	79	33	3	115	262
" " .....	8A	U	52	22		74	143
" " .....	8B	U	46	33		79	142
" " .....	9	U	31	7		38	70
" " .....	10	U	70	48		118	209
" " .....	11A	U	56	33		89	201
" " .....	11B	U	36	10		46	122
" " .....	12A	U	86	34		120	240
" " .....	12B	U	68	28		96	170
" " .....	13A	U	117	20		137	297
" " .....	13B	U	64	2		66	138
" " .....	14A	U	131	20		151	257
" " .....	14B	U	101	10		111	181
" " .....	15A	U	72	15	1	88	183
" " .....	15B	U	45	3		48	94
" " .....	16A	U	108	19	1	128	307
" " .....	16B	U	84	19		103	251
" " .....	17A	U	85	25		110	200
" " .....	17B	U	56	25	1	82	152
" " .....	18A	U	91	14		105	148
" " .....	18B	U	74	19		93	166
" " .....	19A	U	75	16		91	182
" " .....	19B	U	45	18		63	115
" " .....	20A	U	111	15	5	131	223
" " .....	20B	U	88	21		109	172
" " .....	21A	U	75	23		98	169
" " .....	21B	U	36	29		65	125
" " .....	22	U	25	2		27	52
" " .....	23A	U	116	15	1	132	225
" " .....	23B	U	37	14		51	99
" " .....	24A	U	162	14		176	262
" " .....	24B	U	87	10	1	98	134
" " .....	25A	U	98	13		111	219
" " .....	25B	U	46	12		58	87
" " .....	26	U	80	21		101	173
" " .....	27	U	77	39		116	210
" " .....	28	U	12	10		22	40
" " .....	29	U	66	59	2	127	194
" " .....	30	U	41	20		61	123
" " .....	31	U	45	34		79	142
" " .....	32	U	47	37		84	148
" " .....	33	U	44	37		81	134
" " .....	34A	U	74	37	1	112	211
" " .....	34B	U	44	13	1	58	97
" " .....	35	U	38	50		88	154
" " .....	36A	U	90	55		145	269
" " .....	36B	U	35	17		52	104
" " .....	37	U	44	35		79	144
" " .....	38	U	13	19		32	167
" " .....	39	U	25	52		77	123
" " .....	40	U	27	18		45	83
Fort William Mission.....	41	R	5	0		5	7
Mission Bay.....	42	R	2	1		3	20
Oliver.....	43	R	53	93		146	231
" .....	44	R	31	27		58	99



## FORT WILLIAM—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Robert James Manion	William Nassau Welsh			
Oliver.....	45	R	11	23		34	85
".....	46	R	5	20		25	36
Paipoonge.....	47	R	28	48		76	121
".....	48	R	32	45		77	195
".....	49	R	63	17		80	127
Neebing North (Nord).....	50	R	21	27		48	152
" South (Sud).....	51	R	24	15		39	64
Blake.....	52	R	36	28		64	131
Crooks.....	53	R	42	4		46	99
Pardee.....	54	R	1	2		3	17
Marks North (Nord).....	55	R	4	1		5	11
South Gillies.....	56	R	17	11		28	55
North Gillies.....	57	R	39	33		72	131
Conmee.....	58	R	38	37		75	156
O'Connor.....	59	R	67	24		91	187
Scobie West (Ouest).....	60	R	18	9		27	37
" East (Est).....	61	R	2	22		24	47
Big Falls.....	62	R	72	27	2	101	163
Marks South (Sud).....	63	R	23	12		35	51
Pearson East (Est).....	64	R	14	14		28	43
" West (Ouest).....	65	R	2	14		16	41
Lybster North (Nord).....	66	R	32	33		65	129
" South (Sud).....	67	R	1	15	1	17	21
Strange.....	68	R	12	2		14	37
Strange.....	69	R	37	0		37	39
Sunshine.....	70	R	9	13	3	25	44
Finmark.....	71	R	17	11		28	80
Raith.....	72	R	4	10		14	18
Savanne.....	73	R	7	0		7	17
Upsala.....	74	R	45	7		52	61
English River.....	75	R	14	2		16	26
Bonheur.....	76	R	6	5		11	17
Ignace.....	77	R	79	36	1	116	160
Osaquan.....	78	R	60	26	1	87	110
Keewatin Lumber Co. Camp.....	79	R	3	9		12	18
Ellis.....	80	R	5	28		33	100
Shabakwa.....	81	R	9	7		16	24
Mabella.....	82	R	9	2		11	24
Shebandowan.....	83	R	11	3		14	24
Kashabowie.....	84	R	13	6		19	44
Huronian.....	85	R	6	2		8	16
Kawene.....	86	R	11	4		15	34
Atikokan.....	87	R	41	63		104	166
Flanders.....	88	R	31	7		38	130
Fort William, Advance (Pro- visoire).....	89	U	52	20		72	
Ignace, Advance (Provisoire).....	90	R	2	1		3	
Atikokan, Advance (Provis- oire).....	91	R	0	0		0	
Totals—Totaux.....	112		5, 173	2, 440	45	7, 658	14, 039

Majority for } Honourable Robert James Manion, 2,733  
Majorité pour }

## FRONTENAC-ADDINGTON

Population—1921, 30,347.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert John Bushell	Hon. John Wesley Edwards			
Barrie.....	1	R	34	43		77	113
".....	2	R	7	63		70	93
Bath.....	1	R	53	91		144	207
Bedford.....	1	R	95	108		203	276
".....	2	R	6	60		66	104
".....	3	R	4	55		59	75
".....	4	R	98	29		127	166
Camden.....	1	R	46	95		141	179
".....	2	R	41	140		181	224
".....	3	R	50	102		152	245
".....	4	R	28	98		126	158
".....	5	R	47	126		173	215
".....	6	R	124	69	2	195	243
".....	7	R	65	115		180	251
".....	8	R	41	125		166	238
".....	9	R	48	64		112	148
".....	10	R	35	65	1	101	112
".....	11	R	62	74		136	169
Clarendon and Miller.....	1	R	37	49		86	135
".....	2	R	52	54		106	146
".....	3	R	6	19		25	38
Denbigh, Abinger and Ashby.....	1	R	61	80		141	196
".....	2	R	2	43	1	46	60
Ernestown.....	1	R	72	79		151	238
".....	2	R	57	83		140	175
".....	2A	R	56	84		140	178
".....	3	R	105	110		215	264
".....	4	R	95	98		193	239
".....	5	R	53	83		136	179
".....	5A	R	64	66		130	178
".....	6	R	107	129		236	284
Hinchenbrooke.....	1	R	55	82		137	201
".....	2	R	42	78		120	172
".....	2A	R	48	62		110	154
".....	3	R	50	13		63	66
".....	4	R	42	47		89	105
Howe Island.....	1	R	86	12		98	145
Kaladar, Anglesea and Effingham.....	1	R	68	92	1	161	208
".....	2	R	26	18		44	65
".....	3	R	26	70		96	151
Kennebec.....	1	R	11	121	1	133	149
".....	1A	R	13	112		125	158
".....	2	R	29	82		111	147
".....	3	R	3	72		75	107
Kingston.....	1	R	91	89		180	232
".....	2	R	29	119		148	173
".....	2A	R	43	116		159	199
".....	3	R	52	120		172	213
".....	4	R	48	97		145	183
".....	5	R	31	61		92	121
".....	6	R	26	18		44	59
".....	7	R	19	19		38	48
".....	8	R	63	53		116	146
".....	9	R	29	99		128	190
".....	10	R	69	64		133	157
Loborough.....	1	R	51	120		171	252
".....	1A	R	73	113		186	241
".....	2	R	32	46		78	113
".....	3	R	41	38		79	98
".....	4	R	57	157	1	215	295
".....	5	R	11	51		62	71
".....	6	R	46	5		51	63
Newburgh.....	1	R	45	155		200	274



## FRONTENAC-ADDINGTON—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert John Bushell	Hon. John Wesley Edwards			
Olden.....	1	R	38	116		154	234
".....	1A	R	34	103		137	248
Oso.....	1	R	14	79		93	185
".....	2	R	11	35		46	100
".....	3	R	24	118		142	233
".....	4	R	13	24		37	63
Palmerston and North and South Canonto.....	1	R	38	52		90	120
".....	2	R	5	41		46	84
".....	3	R	15	14		29	54
".....	4	R	18	16		34	50
Pittsburg.....	1	R	41	106		147	174
".....	1A	R	46	121		167	188
".....	2	R	82	103	1	186	211
".....	3	R	84	105		189	240
".....	4	R	85	102		187	217
".....	5	R	115	110		225	281
Portland.....	1	R	70	64		134	171
".....	2	R	35	92		127	169
".....	2A	R	34	68		102	142
".....	3	R	70	80	1	151	178
".....	4	R	42	59		101	115
".....	5	R	51	70	1	122	184
".....	5A	R	48	69		117	188
".....	6	R	80	29		109	150
Sheffield.....	1	R	102	24		126	155
".....	1A	R	96	37	3	136	156
".....	2	R	31	108		139	163
".....	2A	R	46	121	1	168	199
".....	3	R	80	110		190	227
".....	4	R	16	12		28	36
Storrington.....	1	R	121	129		250	301
".....	2	R	35	79		114	133
".....	2A	R	40	107		147	186
".....	3	R	57	86		143	174
".....	3A	R	71	50	1	122	166
".....	4	R	3	11		14	15
Wolfe Island.....	1	R	77	25		102	137
".....	2	R	67	62	2	131	170
".....	2A	R	74	56		130	170
".....	3	R	60	46		106	157
".....	4	R	48	11		59	70
".....	5	R	32	29		61	87
".....	6	R	3	23		26	38
Totals—Totaux.....	106		5,158	7,802	17	12,977	17,201

Majority for } Honourable John Wesley Edwards, 2,644.  
Majorité pour }

## GLENGARRY

Population—1921, 20,518

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Duncan D. MacCuaig	Archibald John Macdonald			
<b>LANCASTER</b>							
South Lancaster.....	1	R	85	66	2	153	194
Bainsville.....	2	R	115	90	1	206	239
".....	2	R	47	45	2	94	112
Picnic Grove.....	3	R	36	84	11	131	184
North Lancaster.....	4	R	21	122	1	144	174
Bridge End.....	5	R	37	160	5	202	295
Glen Norman.....	6	R	52	130	5	187	267
Glen Nevis.....	7	R	41	110		151	195
Dalhousie.....	8	R	21	76	2	99	118
<b>LOCHIEL</b>							
The Gore.....	1	R	12	48	12	72	94
Glen Robertson.....	2	R	78	126	4	208	272
".....	2	R	24	111	2	137	186
Glen Sandfield.....	3	R	112	109		221	271
Dalkeith.....	4	R	123	97	3	223	294
Breadalbane.....	5	R	34	47		81	139
McCrimmon.....	6	R	73	63	2	138	192
Kirk Hill.....	7	R	98	27		125	205
Township Hall.....	8	R	82	115		197	274
Cameron.....	9	R	39	89	1	129	199
McPhee.....	10	R	38	80		118	145
<b>CHARLOTTENBURGH</b>							
St. Raphael.....	1	R	85	93		178	239
Williamstown.....	2	R	87	82	1	170	234
".....	2A	R	88	79	1	168	232
South Lancaster.....	3	R	79	97		176	237
Summerstown.....	4	R	79	65	2	146	215
".....	4A	R	77	37		114	170
Tyotown.....	5	R	114	95	2	211	273
Cashions Glen.....	6	R	105	73	1	179	254
Martintown.....	7	R	77	56		133	182
".....	7A	R	91	57		148	226
Munroe's Mills.....	8	R	79	92	3	174	308
Glen Roy.....	9	R	93	92		185	226
<b>KENYON</b>							
Lock Garry.....	1	R	54	89	1	144	219
Greenfield.....	2	R	53	76	1	130	203
".....	2A	R	63	79	1	143	192
Dunvegan.....	3	R	95	72		167	211
".....	3A	R	82	61	3	146	176
Dominionville.....	4	R	42	54		96	155
Loggan.....	5	R	90	44		134	178
St. Elmo.....	6	R	97	69	1	167	184
Apple Hill.....	7	R	80	79	1	160	208
".....	7A	R	85	71		156	217
Fourth Kenyon.....	8	R	33	67	3	103	119
First Kenyon.....	9	R	20	41	2	63	106
Tassicfern.....	10	R	29	47		76	107
<b>ALEXANDRIA</b>							
St. James Ward (Quartier).....	1	R	26	68	6	100	139
".....	1A	R	30	110	4	194	247
St. Pauls Ward (Quartier).....	2	R	93	141		234	411
".....	2A	R	28	57	2	87	
St. Georges Ward (Quartier).....	3	R	124	106	3	233	285
Lancaster.....	1	R	49	79	1	129	159
".....	1A	R	53	85	2	140	175
Maxville.....	1	R	118	89		207	249
".....	1A	R	133	85	3	221	266
Totals—Totaux.....	54		3,749	4,382	97	8,228	11,051

Majority for  
Majorité pour } Archibald John Macdonald, 633.



## GRENVILLE-DUNDAS.

Population—1921, 33,953

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arza Clair Casselman	Preston Elliott			
Morrisburg.....	1A	R	50	32		82	165
".....	1B	R	56	36		92	152
".....	2A	R	71	41		112	173
".....	2B	R	41	47		88	173
".....	3A	R	55	47		102	161
".....	3B	R	67	32		99	157
Williamsburg.....	1	R	55	74		129	212
".....	2	R	27	68		95	134
".....	3	R	70	93		163	234
".....	4A	R	45	48	1	94	183
".....	4B	R	45	70	4	119	199
".....	5	R	75	43		118	184
".....	6	R	60	92		152	247
".....	7	R	58	32	1	91	188
".....	8	R	52	8		60	71
".....	9	R	46	39		85	143
".....	10	R	31	36	4	71	108
Matilda.....	1	R	46	44		90	146
".....	2	R	55	47		102	190
".....	3A	R	60	18		78	160
".....	3B	R	57	10		67	184
".....	4	R	68	78		146	269
".....	5	R	66	52		118	242
".....	6A	R	50	13		63	156
".....	6B	R	54	14		68	164
".....	7	R	80	21		101	203
".....	8	R	47	3		50	111
".....	9	R	61	9		70	150
Iroquois.....	1A	R	78	36		114	169
".....	1B	R	81	41	1	123	183
".....	2	R	106	45		151	251
Winchester Village.....	1A	R	69	40		109	178
".....	1B	R	58	12	1	71	124
".....	2A	R	109	36		145	201
".....	2B	R	85	53		138	214
Mountain.....	1A	R	63	38		101	218
".....	1B	R	75	37		112	199
".....	2A	R	66	7		73	146
".....	2B	R	67	31		98	170
".....	3	R	69	41		110	232
".....	4	R	119	39		158	250
".....	5A	R	62	55		117	167
".....	5B	R	91	44		135	186
".....	6	R	26	31		57	78
".....	7	R	44	9		53	78
Winchester Township.....	1	R	84	87		171	223
".....	2	R	66	55	3	124	166
".....	3	R	59	48		107	156
".....	4	R	76	9	1	86	168
".....	5	R	41	74		115	210
".....	6A	R	71	52		123	240
".....	6B	R	54	49		103	199
".....	7	R	89	74		163	236
".....	8	R	67	18	1	86	118
Chesterville.....	1A	R	60	66		126	175
".....	1B	R	51	57		108	175
".....	2	R	94	74	2	170	263
Merrickville.....	1	R	127	51	1	179	243
".....	2	R	170	34		204	277
Kemptville.....	1A	R	137	52	2	191	237
".....	1B	R	139	51		190	253
".....	2A	R	107	21		128	182
".....	2B	R	83	28		111	163
Wolford.....	1	R	66	27		93	140
".....	2	R	85	14		99	141

## GRENVILLE-DUNDAS—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arza Clair Casselman	Preston Elliott			
Wolford.....	3	R	78	34		112	173
".....	4	R	76	12		88	137
".....	5	R	84	39	1	124	163
Oxford.....	1	R	118	57		175	202
".....	2	R	71	39		110	150
".....	3A	R	67	36		103	146
".....	3B	R	86	26		112	158
".....	4	R	109	28		137	201
".....	5	R	83	12		95	133
".....	6	R	82	64		146	224
".....	7	R	143	56		199	277
South Gower.....	1	R	103	58		161	232
".....	2	R	65	82		147	184
Cardinal.....	A	R	144	60		204	271
".....	B	R	123	60		183	263
".....	C	R	144	59		203	269
Edwardsburg.....	1	R	119	72	3	194	314
".....	2	R	73	40		113	206
".....	3	R	82	33		115	215
".....	4A	R	86	35	1	122	174
".....	4B	R	62	65		127	159
".....	5	R	72	94		156	227
".....	6	R	39	46		85	174
".....	7	R	80	43		123	208
".....	8	R	53	36		89	133
".....	9	R	45	24		69	112
Augusta.....	1	R	68	67		135	232
".....	2	R	44	93	4	141	211
".....	3	R	57	51		108	213
".....	4	R	74	31		105	139
".....	5	R	90	13		103	187
".....	6	R	71	51		122	277
".....	7	R	55	71		126	205
".....	8	R	40	50		90	161
".....	9	R	83	50		133	213
".....	10	R	69	3	1	73	86
Prescott.....	1A	R	75	49		124	209
".....	1B	R	73	42	5	120	222
".....	1C	R	71	44		115	196
".....	2A	R	51	30		81	179
".....	2B	R	77	37		114	195
".....	2C	R	71	40		111	160
".....	3A	R	67	46	3	116	199
".....	3B	R	72	56		128	203
".....	3C	R	73	27	1	101	176
Totals—Totaux.....	110	.....	8,100	4,744	41	12,885	20,616

Majority for } Arza Clair Casselman, 3,356.  
Majorité pour }



## GREY NORTH (NORD)

Population—1921, 30,667

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Matthew Robert Duncan	William Pattison Telford			
Collingwood.....	1	R	2	29		31	55
".....	2	R	19	45		64	80
".....	3	R	19	19		38	65
".....	4	R	26	57		83	124
".....	5	R	53	46		99	119
".....	6	R	80	104		184	213
".....	7	R	43	44		87	130
".....	8	R	51	48		99	181
".....	9	R	24	71		95	106
"..... A-L	10	R	138	70		208	274
"..... M-Z	10	R	64	61		125	164
".....	11	R	20	38		58	76
".....	12	R	8	22	1	31	47
".....	13	R	52	34		86	103
Derby.....	1	R	81	126	1	208	250
".....	2	R	82	150		232	271
".....	3	R	76	98	1	175	224
".....	4	R	101	105		206	248
Euphrasia.....	1	R	36	30		66	129
".....	2	R	72	55		127	201
".....	3	R	58	17		75	99
".....	4	R	72	66		138	178
".....	5	R	123	46		169	230
".....	6	R	39	32		71	116
".....	7	R	65	54		119	180
".....	8	R	122	48		170	244
".....	9	R	28	48		76	139
Keppel.....	1	R	29	85		114	138
".....	2	R	40	97		137	168
".....	3	R	41	55		96	134
".....	4	R	91	44		135	178
".....	5	R	64	44		108	121
".....	6	R	103	82		185	239
".....	7	R	86	97		183	195
".....	8	R	48	71		119	142
Meaford Town (Ville).....	1	R	87	50		137	246
"..... A-L	2	R	119	108		227	386
"..... M-Z	2	R	70	45		115	177
"..... A-L	3	R	59	81		140	252
"..... M-Z	3	R	35	56		91	147
".....	4	R	91	83		174	317
".....	5	R	84	34		168	346
".....	6	R	90	95		185	350
OWEN SOUND CITY (CITE)							
Advance (Provisoire).....		U	21	19		40	
".....	1	U	89	71		140	195
".....	2	U	99	71		170	259
"..... A-L	3	U	72	87		159	195
"..... M-Z	3	U	58	80		138	166
".....	4	U	85	96		181	271
".....	5	U	103	89	1	193	257
".....	6	U	36	66		102	137
".....	7	U	92	125		217	284
".....	8	U	106	99		205	277
"..... A-L	9	U	82	64		146	200
"..... M-Z	9	U	79	48		127	168
".....	10	U	93	76		169	234
".....	11	U	63	92		155	204
"..... A-L	12	U	64	75	1	140	178
"..... M-Z	12	U	45	63		108	137
".....	13	U	124	98		222	276
".....	14	U	39	44		83	106

## GREY NORTH (NORD)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Matthew Robert Duncan	William Pattison Telford			
OWEN SOUND CITY (CITÉ)							
"	15	U	115	84		199	253
"	16	U	133	87		220	291
"	17	A-L	63	55		118	150
"	17	M-Z	76	59		135	177
"	18	A-L	81	98	1	180	230
"	18	M-Z	62	52	2	116	147
"	19	U	109	107		216	258
"	20	U	97	94		191	244
"	21	U	101	48		149	181
"	22	U	121	101	1	223	258
"	23	U	92	83		175	206
"	24	U	68	98		166	209
"	25	U	112	76	1	189	223
"	26	A-L	69	65		134	168
"	26	M-Z	32	65	1	98	121
"	27	U	82	89		171	219
"	28	U	90	102		192	281
"	29	A-L	74	66		140	180
"	29	M-Z	70	64		134	170
"	30	U	91	81		172	241
"	31	U	78	79	1	158	248
Shallow Lake.....	1	R	97	55	1	153	197
Sarawak.....	1-2	R	55	66		121	148
"	3	R	29	60		89	106
"	4	R	42	48		90	103
Sydenham.....	1	R	48	93	1	142	178
"	2	R	67	101		168	188
"	3	R	36	53		89	102
"	4	R	24	57		81	104
"	5	R	29	85		114	140
"	6	R	77	150		227	263
"	7	R	28	118		146	170
"	8	R	17	139	3	159	202
"	9	R	29	49		78	102
"	10	R	40	55		95	116
St. Vincent.....	1	R	47	31		78	129
"	2	R	47	63		110	150
"	3	R	48	52		100	138
"	4	R	51	123		174	246
"	5	R	53	58		111	144
"	6	R	41	44		85	128
"	7	R	29	66		95	138
"	8	R	23	44		67	125
"	9	R	21	33	1	55	121
Thornbury.....	1	R	34	20		54	72
"	2	R	84	100		184	235
"	3	R	109	87	1	197	234
Totals—Totaux.....	108		7,042	7,606	19	14,667	19,810

Majority for } William Pattison Telford, 564  
Majorité pour }



## GREY SOUTHEAST (SUD-EST)

Population—1921, 28,384

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Thomas Edwards	Agnes Campbell Macphail			
Artemesia.....	1	R	45	103		148	172
".....	2	R	34	81		115	132
".....	3	R	55	74		129	160
".....	4	R	64	117	3	184	243
".....	5	R	48	157	2	207	257
".....	6	R	19	92		111	129
".....	7	R	97	136		233	295
".....	8	R	53	65		118	129
Bentinck.....	1	R	20	57		77	98
".....	2	R	62	102		164	198
".....	3	R	56	91	1	148	173
".....	4	R	107	96	2	205	242
".....	5	R	76	91		167	195
".....	6	R	34	160		194	240
".....	7	R	36	97		133	165
".....	8	R	38	117		155	209
Chatsworth.....	1	R	91	96	1	188	240
Dundalk.....	A-L	R	109	66		175	211
".....	M-Z	R	116	90		206	249
Durham.....	1	R	167	71		238	282
".....	A-L	R	113	27		140	162
".....	M-Z	R	118	35		153	179
".....	A-L	R	133	48	2	183	208
".....	M-Z	R	182	65		247	273
Egremont.....	1	R	80	115	3	198	211
".....	2	R	28	139		167	205
".....	3	R	69	136		205	238
".....	3A	R	51	85		136	182
".....	4	R	38	152		190	233
".....	5	R	40	146	2	188	245
".....	6	R	53	113		166	196
Flesherton.....	A-L	R	72	36	3	111	134
".....	M-Z	R	81	57		138	168
Glenelg.....	1	R	78	152		230	263
".....	2	R	12	138		150	177
".....	3	R	68	126		194	247
".....	4	R	37	113	1	151	178
".....	5	R	65	122		187	213
Hanover.....	A-L	R	103	69		172	206
".....	M-Z	R	58	42	1	101	137
".....	2	R	64	80		144	175
".....	3	R	93	59		152	230
".....	4	R	104	82		186	254
".....	5	R	108	109		217	283
".....	6	R	78	74		152	218
".....	7	R	94	75	3	172	229
Holland.....	1	R	43	91	2	136	163
".....	2	R	92	94		186	213
".....	3	R	98	44		142	223
".....	3A	R	101	26		127	167
".....	4	R	64	137	1	202	245
".....	5	R	137	77		214	277
".....	6	R	55	58	1	114	137
Markdale.....	A-L	R	181	60	3	244	295
".....	M-Z	R	148	57		205	258
Neustadt.....	1	R	117	92		209	286
Normanby.....	1	R	57	124	3	184	261
".....	2	R	91	85		176	248
".....	2A	R	122	83		205	291
".....	3	R	63	112		175	247
".....	4	R	47	79		126	183
".....	5	R	80	82		162	194
".....	6	R	29	59		88	123
".....	7	R	51	104		155	173
Osprey.....	1	R	49	29		78	94

## GREY SOUTHEAST (SUD-EST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Thomas Edwards	Agnes Campbell Macphail			
Osprey.....	2	R	113	109	.....	222	278
".....	3	R	79	58	2	139	170
".....	3A	R	68	69	1	138	193
".....	4	R	84	28	.....	112	141
".....	5	R	36	75	.....	111	127
".....	6	R	21	71	.....	92	120
".....	7	R	63	78	.....	141	174
".....	8	R	43	24	.....	67	100
Proton.....	1	R	38	129	.....	167	195
".....	2	R	14	64	.....	78	108
".....	2A	R	36	106	.....	142	173
".....	3	R	68	177	.....	245	284
".....	4	R	46	97	.....	143	166
".....	5	R	90	47	.....	137	155
".....	6	R	20	103	.....	123	141
".....	7	R	45	63	.....	108	144
".....	8	R	41	50	.....	91	110
Sullivan.....	1	R	86	114	.....	200	250
".....	2	R	61	126	.....	187	231
".....	3	R	30	148	.....	178	252
".....	4	R	34	186	3	223	258
".....	5	R	67	83	.....	150	196
".....	5A	R	56	87	.....	143	187
Totals—Totaux.....	88	.....	6,211	7,939	40	14,190	17,694

Majority for } Agnes Campbell Macphail, 1,728.  
Majorité pour }



## HALDIMAND

Population—1921, 21,287

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Mark Cecil Senn	Warren Stringer			
Canboro.....	1	R	105	82		187	239
".....	2	R	52	74		126	164
".....	3	R	43	69		112	127
Cayuga North (Nord).....	1	R	27	109		136	184
".....	2	R	50	64		114	147
".....	3	R	30	46		76	99
".....	4	R	77	93	1	171	195
".....	5	R	99	85	1	185	232
" South (Sud).....	1	R	43	76	1	120	162
".....	2	R	63	90		153	216
" Village.....	1A	R	51	101	2	154	209
".....	1B	R	68	114		182	225
Caledonia.....	1A	R	132	57		189	244
".....	1B	R	133	58		191	242
".....	2A	R	111	31		142	166
".....	2B	R	137	39		176	213
Dunn.....	1	R	123	39		162	213
".....	2	R	97	54		151	204
".....	3	R	67	14		81	102
Dunnville.....	1A	R	159	27	4	190	257
".....	1B	R	155	41		196	244
".....	2A	R	159	24		183	285
".....	2B	R	180	30		210	296
".....	3A	R	151	21	1	173	231
".....	3B	R	182	27		209	267
".....	3C	R	175	30	1	206	265
".....	4A	R	183	25	3	211	283
".....	4B	R	188	21		209	288
Hagersville.....	1A	R	71	69		140	217
".....	1B	R	89	53		142	215
".....	2A	R	81	36		117	176
".....	2B	R	78	46		124	185
Jarvis.....	1	R	174	76	1	251	340
Moulton.....	1	R	65	65		130	190
".....	2	R	108	32		140	208
".....	3	R	53	20		73	97
".....	4	R	79	51		130	200
".....	5	R	44	82		126	153
".....	6	R	30	39		69	100
Oneida.....	1	R	58	81		139	186
".....	2	R	48	31		79	146
".....	3	R	48	74		122	157
".....	4	R	83	54		137	190
".....	5	R	27	46		73	94
Rainham.....	1	R	80	130		210	297
".....	2	R	69	153	1	223	314
".....	3	R	118	75		193	288
".....	4	R	67	33	1	101	127
Sherbrooke.....	1	R	75	83		158	230
Seneca.....	1	R	49	52		101	179
".....	2	R	10	48		58	82
".....	3	R	86	77		163	227
".....	4	R	50	74		124	178
".....	5	R	157	94		251	335
Walpole.....	1	R	96	111		207	257
".....	2	R	67	152	1	220	301
".....	3	R	67	83		150	211
".....	4	R	74	126		200	298
".....	5	R	27	71		98	137
".....	6	R	83	72		155	268
".....	7	R	122	91		213	298
".....	8	R	38	107		145	191
Totals—Totaux.....	62		5,511	4,028	18	9,557	13,071

Majority for  
Majorité pour } Mark Cecil Senn, 1,483.

HALTON.

Population—1921, 24,899

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert King Anderson	William James Laird Hampshire			
Acton.....	1	R	95	121		216	
".....	1A	R	102	93		195	
".....	2A	R	97	92		189	542
".....	2B	R	88	66		154	
".....	2C	R	82	57		139	680
Burlington.....	1A	R	112	24		136	
".....	1B	R	78	27		105	300
".....	2A	R	120	35		155	
".....	2B	R	146	30	1	177	443
".....	3A	R	124	55		179	
".....	3B	R	112	46		158	403
".....	4A	R	85	28		113	
".....	4B	R	87	28		115	360
Georgetown.....	1A	R	69	36		105	
".....	1B	R	74	38		112	358
".....	2A	R	111	66		177	
".....	2B	R	123	38		161	497
".....	3A	R	78	54		132	
".....	3B	R	93	60		153	408
Milton.....	1A	R	83	81	1	170	
".....	1B	R	83	81	4	168	417
".....	2A	R	112	119		231	
".....	2B	R	76	106		182	511
".....	3	R	171	65	1	237	284
Oakville.....	1A	R	80	41		121	
".....	1AA	R	62	28		90	337
".....	1B	R	78	25		103	
".....	1BB	R	69	38		107	405
".....	2A	R	151	35		186	
".....	2B	R	120	46		166	569
".....	3A	R	104	45		149	
".....	3AA	R	57	44		101	695
".....	3B	R	123	36	1	160	
".....	3BB	R	122	45		167	
".....	3	R	106	54	1	161	444
Esquesing.....	1A	R	49	60		109	
".....	1B	R	84	51	2	137	326
".....	2A	R	102	86		188	
".....	2B	R	56	40		96	392
".....	3	R	98	111		209	
".....	4	R	60	138		198	281
".....	5A	R	60	62		128	262
".....	5B	R	58	34		92	176
".....	6A	R	116	34		150	145
".....	6B	R	118	33		151	467
Nassagaweya.....	1A	R	80	88		168	
".....	1B	R	63	101	1	165	464
".....	2A	R	61	69		130	
".....	2B	R	61	73		134	394
".....	3A	R	45	78		123	
".....	3B	R	23	72	1	96	350
Nelson.....	1A	R	115	42		157	
".....	1B	R	103	33	1	137	436
".....	2A	R	31	54		85	
".....	2B	R	65	26		91	309
".....	3	R	72	96		168	
".....	4	R	63	82	2	147	239
".....	5	R	47	49		96	209
".....	6	R	83	48		136	155
".....	7A	R	107	27		134	207
".....	7B	R	91	46		137	464
Trafalgar.....	1A	R	28	57		85	
".....	1B	R	74	120	1	195	414
".....	2A	R	83	38		126	
".....	2B	R	52	59	1	112	394



## HALTON—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert King Anderson	William James Laird Hampshire			
Trafalgar.....	3	R	50	64	.....	114	205
".....	4	R	60	64	.....	124	292
".....	5	R	73	111	.....	184	265
".....	6A	R	111	44	.....	155	266
".....	6B	R	55	62	.....	117	} 395
".....	6BB	R	79	69	2	150	
".....	7A	R	82	60	.....	142	
".....	7B	R	70	44	.....	114	432
Totals—Totaux.....	73	.....	6,222	4,308	20	10,550	15,712

Majority for } Robert King Anderson, 1,914.  
Majorité pour }

## HAMILTON EAST (EST)

Population—1921, 54,233

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michael Joseph O'Rielly	George Septimus Rennie			
Hamilton City (Cité).....	4	U	28	41	3	72	125
" " .....	5	U	22	78	9	109	191
" " .....	6	U	50	117		167	275
" " .....	7	U	34	119		153	257
" " .....	8A	U	11	69		80	162
" " .....	8B	U	15	73		88	148
" " .....	9	U	41	105		146	249
" " .....	10	U	42	76	2	120	248
" " .....	11	U	5	60		65	132
" " .....	12	U	33	101		134	228
" " .....	13	U	34	105		139	214
" " .....	14	U	31	85		116	207
" " .....	15A	U	17	80	1	98	147
" " .....	15B	U	46	65		111	186
" " .....	16	U	40	81		121	237
" " .....	17	U	45	77		122	196
" " .....	18	U	43	79		122	193
" " .....	19	U	42	113		155	279
" " .....	20	U	36	94		130	250
" " .....	21	U	31	97		128	287
" " .....	22	U	45	97		142	230
" " .....	23	U	25	75		100	162
" " .....	24	U	14	90	2	106	185
" " .....	25	U	29	72		101	179
" " .....	26	U	35	113	2	150	246
" " .....	27	U	26	93		119	215
" " .....	28	U	28	76		104	200
" " .....	29	U	35	100		135	236
" " .....	30	U	39	67		106	185
" " .....	31	U	24	103		127	187
" " .....	32	U	50	98		148	292
" " .....	33	U	35	50		85	136
" " .....	34	U	40	98	1	139	227
" " .....	35	U	34	94	0	134	213
" " .....	36	U	34	93		127	220
" " .....	37	U	54	95		149	279
" " .....	38A	U	28	73		101	167
" " .....	38B	U	25	58	2	85	160
" " .....	39	U	37	77		114	185
" " .....	40	U	42	91		133	203
" " .....	41A	U	21	58		79	169
" " .....	41B	U	26	57		83	158
" " .....	42	U	31	114		145	250
" " .....	43	U	40	91		131	234
" " .....	44	U	28	79		107	233
" " .....	45	U	36	55		91	228
" " .....	46A	U	20	79	1	100	179
" " .....	46B	U	22	41		63	136
" " .....	47A	U	30	53		83	194
" " .....	47B	U	20	47		67	145
" " .....	48A	U	17	65		82	144
" " .....	48B	U	9	86		95	173
" " .....	49A	U	37	71		108	184
" " .....	49B	U	15	58		73	141
" " .....	50	U	45	104		149	244
" " .....	51	U	43	73		116	197
" " .....	52	U	39	90	1	130	219
" " .....	53	U	29	94		123	272
" " .....	54	U	43	53		96	204
" " .....	55A	U	33	59		92	172
" " .....	55B	U	22	50		72	135
" " .....	219	U	26	40		66	157
" " .....	220	U	39	69		108	211
" " .....	221	U	30	64		94	218
" " .....	222	U	25	85		110	233



## HAMILTON EAST (EST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michael Joseph O'Rielly	George Septimus Rennie			
Hamilton City (Cité).....	223	U	21	58	.....	79	143
" " .....	224	U	32	54	.....	86	178
" " .....	225	U	14	80	.....	94	171
" " .....	226	U	17	59	.....	76	173
" " .....	227	U	17	40	1	58	126
" " .....	228	U	22	71	.....	93	185
" " .....	229	U	31	102	.....	133	296
" " .....	230	U	43	79	.....	122	265
" " .....	231	U	23	90	.....	113	199
" " .....	232	U	25	47	.....	72	140
" " .....	233	U	31	111	.....	142	284
" " .....	234	U	51	97	.....	148	299
" " .....	235	U	27	101	.....	128	254
" " .....	236	U	33	108	.....	141	273
" " .....	237	U	33	80	.....	113	233
" " .....	238	U	33	97	.....	130	236
" " .....	239	U	30	90	.....	120	237
" " .....	240	U	13	93	.....	106	194
" " .....	241	U	40	89	.....	129	236
" " .....	242A	U	17	100	.....	117	265
" " .....	242B	U	18	63	.....	81	195
" " .....	243	U	24	44	.....	68	161
" " .....	244	U	34	64	.....	98	214
" " .....	245	U	56	81	.....	137	272
" " .....	246	U	21	83	.....	104	200
" " .....	247	U	24	83	.....	107	200
" " .....	248	U	29	96	.....	125	218
" " .....	249	U	11	56	4	71	147
" " .....	250	U	22	108	2	132	255
" " .....	251	U	18	91	.....	109	212
" " .....	252	U	16	123	.....	139	276
" " .....	253	U	17	93	.....	110	213
" " .....	254	U	17	52	.....	69	118
" " .....	255	U	14	68	.....	82	177
" " .....	256	U	27	84	.....	111	193
" " .....	257	U	26	48	2	76	128
" " .....	258	U	27	123	.....	150	270
" " .....	259	U	23	52	.....	75	138
" " .....	260	U	16	59	.....	75	174
" " .....	261	U	27	83	.....	110	257
" " .....	262A	U	17	74	.....	91	167
" " .....	262B	U	22	59	.....	81	153
" " .....	263	U	20	77	.....	97	178
" " .....	264A	U	19	67	.....	86	202
" " .....	264B	U	25	63	.....	88	178
" " .....	265	U	19	46	.....	65	127
" " .....	266	U	21	73	.....	94	188
" " .....	267	U	16	68	.....	84	164
" " .....	268	U	23	62	.....	85	157
" " .....	269	U	26	88	.....	114	290
" " .....	270	U	35	103	.....	138	277
" " .....	271	U	43	86	.....	129	236
" " .....	272	U	40	73	.....	113	226
" " .....	273	U	11	43	.....	54	143
" " .....	274	U	39	115	.....	154	286
" " .....	275	U	36	108	3	147	248
" " .....	276A	U	18	72	.....	90	157
" " .....	276B	U	21	46	.....	67	146
" " .....	277	U	7	44	.....	51	122
" " .....	278	U	21	92	.....	113	245
" " .....	279	U	25	83	.....	108	188
" " .....	280	U	19	51	.....	70	134
" " .....	281	U	25	74	.....	99	183
" " .....	282	U	18	65	.....	83	163
" " .....	283	U	23	69	1	93	168

HAMILTON EAST (EST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michael Joseph O'Rielly	George Septimus Rennie			
Hamilton City (Cité).....	284	U	19	44	1	64	123
" " .....	285	U	26	76		102	219
" " .....	286	U	29	74		103	225
" " .....	287	U	44	106		150	277
" " .....	288	U	23	101		124	218
" " .....	289	U	12	74	1	87	177
" " .....	290	U	12	76		88	154
" " .....	291	U	30	40	2	72	153
" " .....	292	U	22	92		114	237
" " .....	293	U	6	51		57	159
" " .....	294, 295	U	23	90	7	120	243
" " .....	296	U	20	60		80	149
" " .....	297	U	23	55	1	79	148
" " .....	298	U	15	91		106	240
" " .....	299	U	19	102		121	222
" " .....	300	U	27	81		108	165
" " .....	301	U	17	84		101	189
" " .....	302	U	11	73		84	174
" " .....	303	U	21	88		109	192
" " .....	304	U	15	81		96	172
" " .....	305	U	13	71		84	184
" " .....	306	U	15	64		79	180
" " .....	307	U	16	69		85	154
" " .....	308	U	18	65		83	151
" " .....	309	U	16	95		111	201
" " .....	310	U	16	85	1	102	183
" " .....	311	U	23	95		118	208
" " .....	312	U	20	56		76	113
" " .....	313	U	12	68		80	159
" " .....	314	U	15	49		64	124
" " .....	315	U	33	77		110	229
" " .....	316	U	11	88		99	233
" " .....	317	U	22	49		71	138
" " .....	318	U	12	62		74	153
" " .....	319	U	15	121		136	240
" " .....	320	U	12	47		59	121
" " .....	321	U	5	76	1	82	170
" " .....	322	U	26	57		83	165
" " .....	323	U	13	75	1	89	181
" " .....	324	U	12	91		103	182
" " .....	325	U	10	81		91	182
" " .....	326	U	30	83		113	199
" " .....	327	U	25	72		97	197
" " .....	328	U	7	21		28	74
Advance (Provisoire) .....		U	5	24		30	
Totals—Totaux.....	175		4,477	13,444	58	17,979	34,236

Majority for  
Majorité pour } George Septimus Rennie, 8,967



## HAMILTON WEST (OUEST)

Population—1921, 53,254

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles William Bell	Henry Carpenter			
HAMILTON CITY (CITÉ)							
Ward (Quartier) 2.....	56	U	47	18		65	263
"	57A	U	48	29		77	173
"	57B	U	72	24		96	173
"	58A	U	45	28		73	183
"	58B	U	36	24		60	141
"	59	U	37	19		56	189
"	60	U	46	25		71	200
"	61	U	57	23		80	216
"	62	U	70	12		82	199
"	63	U	52	26		78	190
"	64	U	56	17		73	180
"	65	U	98	29		127	292
"	66, 70	U	48	16		64	215
"	67	U	62	10		72	171
"	68	U	105	33		138	293
"	69	U	93	20		113	272
"	71	U	70	22		92	230
"	72A	U	76	13		89	191
"	72B	U	63	19		82	178
"	73, 75	U	53	13		66	142
"	74	U	90	26	1	117	271
"	76	U	63	33		96	291
"	77	U	58	22		80	210
"	78	U	89	27		116	276
"	79	U	93	7		100	216
"	80	U	96	10		106	248
Ward (Quartier) 3.....	81	U	87	33		120	286
"	82	U	79	32		111	254
"	83	U	71	33		104	223
"	84	U	129	22	1	152	313
"	85	U	96	18		114	236
"	86	U	71	22		93	174
"	87	U	82	25		107	177
"	88	U	68	35		103	161
"	89	U	84	13		97	189
"	90	U	129	21		150	248
"	91A	U	81	24		105	207
"	91B	U	62	13		75	141
"	92	U	89	34		123	341
"	93	U	62	15		77	212
"	94	U	71	17		88	152
"	95	U	86	32		118	357
"	96	U	54	29		83	161
"	97	U	84	31		115	269
"	98	U	63	16		79	141
"	99	U	100	14		114	254
"	100	U	101	18		119	268
"	101	U	133	38	4	175	290
"	102	U	78	36		114	256
"	103	U	87	19		106	182
"	104	U	83	28		111	271
"	105	U	59	24		83	175
"	106	U	107	26		133	230
"	107	U	101	54	5	160	275
"	108	U	115	48		163	304
"	109	U	75	17		92	199
"	110	U	101	27		128	264
"	111	U	40	19		59	121
"	112	U	85	14	1	100	187
"	113	U	72	29		101	167
"	114	U	64	14		78	157
"	115	U	103	18		121	263
"	116	U	125	31		156	271

HAMILTON WEST (OUEST)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles William Bell	Henry Carpenter			
HAMILTON CITY (CITÉ)							
Ward (Quartier) 3—Con.....	117	U	106	27		133	252
"	118	U	76	36		112	191
"	119	U	61	38		99	198
"	120	U	79	18		97	159
"	121	U	65	13		78	189
"	122	U	56	12		68	182
"	123	U	102	40		142	268
"	124	U	95	27		122	201
"	125	U	109	34		143	235
"	126	U	39	17		56	105
"	127	U	110	27		137	221
Ward (Quartier) 4.....	128	U	50	27	1	78	184
"	129	U	73	20		93	194
"	130	U	23	3		26	100
"	131	U	66	22		88	231
"	132	U	37	15		52	125
"	133	U	30	20		50	152
"	134	U	28	21		49	107
"	135	U	57	24		81	157
"	136	U	57	10		67	165
"	137	U	49	22	1	72	147
"	138	U	59	34		93	228
"	139	U	68	22		90	180
"	140	U	85	21		106	209
"	141	U	57	20		77	168
"	142	U	104	30	1	135	254
"	143	U	58	14		72	133
"	144	U	65	33		98	174
"	145	U	97	30		127	227
"	146	U	63	29		92	224
"	147	U	119	21		140	241
"	148	U	85	39		124	205
"	149	U	86	17		103	150
"	150, 151	U	28	5		33	96
"	152A	U	77	18		95	190
"	152B	U	73	25	1	99	185
"	153	U	59	19		78	176
"	154	U	59	24		83	183
"	155	U	72	24		96	194
"	156	U	82	21		103	181
"	157	U	54	13	1	68	161
"	158	U	58	38		96	181
"	159	U	74	14	1	89	158
Ward (Quartier) 5.....	160, 161	U	48	10		58	121
"	162	U	29	7		36	83
"	163	U	34	21		55	123
"	164—166	U	29	7		36	109
"	167	U	22	9		31	90
"	168, 169	U	72	6		78	167
"	170	U	41	18		59	169
"	171	U	62	30	1	93	229
"	172	U	58	35		93	213
"	173, 175	U	62	27		89	183
"	174	U	80	30	2	112	280
"	176	U	37	25	1	63	170
"	177	U	39	21	1	61	141
"	178	U	68	23	3	94	195
"	179	U	24	18		42	97
"	180	U	40	29		69	164
"	181	U	60	43		103	169
"	182	U	59	14	2	75	160
"	183	U	41	31		72	155
"	184	U	40	9		49	122



HAMILTON WEST (OUEST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles William Bell	Henry Carpenter			
HAMILTON CITY (CITÉ)							
Ward (Quartier) 5— <i>Con.</i> .....	185	U	26	24	.....	50	167
“.....	186	U	64	48	.....	112	289
“.....	187	U	30	6	1	37	102
“.....	188	U	51	13	1	65	180
“.....	189	U	27	8	.....	35	123
“.....	190	U	60	41	.....	101	230
“.....	191	U	79	33	.....	112	278
“.....	192	U	49	25	.....	74	174
“.....	193	U	70	22	.....	92	185
“.....	194	U	55	23	2	80	177
“.....	195	U	67	36	.....	103	223
“.....	196	U	48	16	2	66	152
“.....	197	U	66	43	.....	109	193
“.....	198	U	96	41	1	138	247
“.....	199	U	81	23	1	105	196
“.....	200	U	96	36	.....	132	253
“.....	201	U	78	23	.....	101	210
“.....	202	U	63	31	.....	94	191
Ward (Quartier) 6.....	203	U	58	14	.....	72	288
“.....	204	U	56	9	.....	65	256
“.....	205	U	48	16	.....	64	161
“.....	206	U	95	24	.....	119	256
“.....	207	U	34	26	.....	60	129
“.....	208	U	73	33	.....	106	214
“.....	209	U	45	8	.....	53	125
“.....	210	U	105	15	.....	120	217
“.....	211	U	55	10	.....	65	107
“.....	212	U	36	7	.....	43	94
“.....	213	U	44	10	.....	54	151
“.....	214	U	80	24	.....	104	288
“.....	215	U	45	23	.....	68	151
“.....	216	U	52	22	.....	74	151
“.....	217	U	58	19	.....	77	206
“.....	218	U	80	19	1	100	188
Hamilton, Advance (Prov.).....	.....	U	23	13	.....	36	.....
Totals—Totaux.....	161	.....	10,888	3,665	37	14,590	31,532

Majority for }  
Majorité pour } Charles William Bell, 7,223.

## HASTINGS-PETERBOROUGH.

Population—1921, 23,999

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alexander Thomas Embury	John Smith Marshall			
Stirling.....	1A	R	104	59		163	205
".....	1B	R	113	43		156	175
Rawdon.....	2A	R	65	25		90	152
".....	2B	R	53	41		94	146
".....	3	R	148	40		188	230
".....	4	R	94	40		134	226
".....	5A	R	56	29		85	136
".....	5B	R	38	15		53	100
".....	6A	R	124	19		143	228
".....	6B	R	38	16		54	103
".....	7	R	122	25		147	222
Huntingdon.....	8A	R	73	20		93	157
".....	8B	R	60	12		72	152
".....	9	R	94	22		116	223
".....	10	R	96	38		134	194
".....	11	R	68	20		88	118
".....	12	R	51	17		68	126
".....	13	R	43	13		56	86
Deloro.....	14	R	101	48		149	173
Marmora and Lake.....	15	R	57	28		85	141
".....	16	R	57	43		100	150
".....	17	R	76	6		82	122
".....	18	R	44	51		95	124
".....	19	R	10	1		11	31
".....	20	R	51	19		70	103
Marmora Village.....	21A	R	160	81	1	242	342
".....	21B	R	102	40		142	173
Faraday.....	22A	R	109	21		130	199
".....	22B	R	74	6		80	111
".....	23	R	18	8		26	38
Herschel.....	24	R	15	15		30	120
".....	25	R	62	20		82	230
Wollaston.....	26A	R	84	40	2	126	284
".....	26B	R	68	8		76	196
Bancroft.....	27A	R	178	26		204	252
".....	27B	R	141	24		165	200
Monteagle.....	28	R	54	33		87	168
".....	29	R	56	34		90	235
".....	30	R	64	2		66	202
Madoc.....	31	R	98	59		157	222
".....	32A	R	95	12	1	108	170
".....	32B	R	94	16	1	111	165
".....	33A	R	135	17	1	153	214
".....	33B	R	126	14	1	141	204
".....	34	R	122	43	1	166	273
" Village.....	35	R	145	79		224	328
".....	36A	R	90	72	2	164	199
".....	36B	R	73	52	1	126	157
Tudor and Cashel.....	37	R	61	20		81	189
".....	38	R	39	7		46	74
".....	39	R	57	0		57	75
Limerick.....	40	R	61	6		67	97
".....	41	R	36	2		38	47
Dungannon.....	42	R	94	36	1	131	242
".....	43	R	51	11		62	130
Mayo.....	44	R	115	22		137	286
Carlow.....	45	R	90	18		108	179
".....	46	R	31	8		39	59
Elzevir and Grimsthorpe.....	47	R	166	60		226	244
".....	48	R	114	45		159	217
".....	49	R	31	24		55	87
Bangor, Wicklow and McClure.....	50A	R	77	38	1	116	180
".....	50B	R	29	15	1	45	85
".....	51	R	55	12		67	145



## HASTINGS-PETERBOROUGH—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alexander Thomas Embury	John Smith Marshall			
Chandos.....	52	R	45	15		60	109
".....	53	R	44	17		61	94
".....	54A	R	16	20		36	107
".....	54B	R	11	3		14	25
Burleigh and Anstruther.....	55	R	5	3		9	24
".....	56	R	51	25		76	126
".....	57	R	34	26	1	61	115
Belmont and Methuen.....	58	R	88	16		104	167
".....	59	R	10	2		12	37
".....	60	R	114	34	1	149	209
".....	61	R	30	3		33	61
".....	62	R	27	1		28	38
".....	63	R	40	31		71	124
".....	64	R	38	29	1	68	112
Havelock.....	65A	R	74	25		99	175
".....	65B	R	73	33		106	176
".....	66A	R	98	33		131	216
".....	66B	R	68	42		110	147
Advance (Provisoire).....	79	R	11	9		20	
Dummer.....	67A	R	71	76		147	231
".....	67B	R	33	28		61	90
".....	68	R	38	25		63	140
".....	69	R	69	18		87	179
".....	70	R	43	26		69	107
".....	71	R	15	10		25	63
".....	72	R	19	12		31	46
Norwood.....	73	R	115	76		191	266
".....	74	R	124	52		176	244
Asphodel.....	75A	R	59	43		102	162
".....	75B	R	76	33		109	186
".....	76	R	48	56		104	156
".....	77	R	85	59		144	206
".....	78	R	18	63		81	167
Totals—Totaux.....	97	.....	6,797	2,680	17	9,494	15,144

Majority for } Alexander Thomas Embury, 4,117.  
Majorité pour }

## HASTINGS SOUTH (SUD)

Population—1921, 37,504

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Ernest Tummon	Roscoe Vander- water			
BELLEVILLE CITY (CITÉ)							
Foster Ward (Quartier).....	1	U	76	45		121	224
“ “ .....	1A	U	64	46		110	184
“ “ .....	2	U	119	46	1	166	265
Samson Ward (Quartier).....	3	U	83	56		139	287
“ “ .....	4	U	67	32		99	161
“ “ .....	4A	U	66	38		104	145
“ “ .....	5	U	75	41		116	191
“ “ .....	5A	U	80	36		116	201
Ketcheson Ward (Quartier).....	6	U	52	27		79	159
“ “ .....	6A	U	42	35		77	158
“ “ .....	7	U	90	43		133	238
“ “ .....	7A	U	77	63		140	221
“ “ .....	8	U	106	75	2	183	262
Baldwin Ward (Quartier).....	9	U	35	41		76	172
“ “ .....	9A	U	44	18		62	161
“ “ .....	10	U	75	47		122	198
“ “ .....	10A	U	70	29		99	173
“ “ .....	10B	U	82	54		136	236
“ “ .....	11	U	89	58		147	247
“ “ .....	11A	U	108	54		162	247
Bleeker Ward (Quartier).....	12	U	46	51		97	193
“ “ .....	12A	U	49	45		94	183
“ “ .....	13	U	69	29		98	188
“ “ .....	13A	U	63	29		92	172
“ “ .....	14	U	45	47		92	150
“ “ .....	14A	U	35	51		86	146
Coleman Ward (Quartier).....	15	U	62	50		112	207
“ “ .....	15A	U	75	44		119	205
“ “ .....	16	U	62	54	1	117	193
“ “ .....	16A	U	55	41		96	150
“ “ .....	17	U	106	49		155	260
“ “ .....	17A	U	76	70		146	247
Murney Ward (Quartier).....	18	U	75	43		118	219
“ “ .....	18A	U	95	42		137	248
“ “ .....	19	U	80	25		105	210
“ “ .....	19A	U	77	28		105	206
“ “ .....	20	U	65	22		87	151
“ “ .....	20A	U	63	24		87	152
“ “ .....	21	U	82	26		108	190
“ “ .....	21A	U	63	25		88	161
“ “ .....	22	U	88	47		135	228
“ “ .....	23	U	59	45		104	202
“ “ .....	23A	U	57	29		86	155
“ “ Advance (Provisoire).....	1	U	66	39		105	.....
SIDNEY TOWNSHIP							
Avondale.....	24	R	77	52		129	204
“ .....	24A	R	76	32		108	207
Gilberts.....	25	R	83	64		147	187
Harders.....	26	R	70	74		144	247
“ .....	26A	R	127	37		164	261
Town Hall.....	27	R	89	47		136	187
“ .....	27A	R	77	72	5	154	169
Sniders.....	28	R	93	71		164	226
Glen Ross.....	29	R	76	46		122	143
“ .....	29A	R	59	41		100	138
Turners.....	30	R	133	80		213	265
Frankford.....	31	R	126	42		168	217
“ .....	31A	R	113	85	3	201	224
“ .....	31B	R	76	54		130	213
Stirling.....	1	R	97	73		170	203



## HASTINGS SOUTH (SUD)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Ernest Tummon	Roscoe Vander- water			
TRENTON TOWN (VILLE)							
Ward (Quartier) 1.....	32	U	94	62		156	315
“	32A	U	84	52	1	137	283
Ward (Quartier) 2.....	33	U	85	50		135	282
“	33A	U	81	27		108	249
“	33B	U	113	35		148	287
“	33C	U	84	28		112	245
Ward (Quartier) 3.....	34	U	67	46		113	269
“	34A	U	82	50		132	295
Ward (Quartier) 4.....	35	U	44	27		71	162
“	35A	U	46	27		73	173
Ward (Quartier) 5.....	36	U	104	57		161	278
“	36A	U	105	41	1	147	301
“	36B	U	84	50		134	247
“	36C	U	93	39		132	265
“	36D	U	47	27		74	156
Ward (Quartier) 6.....	37	U	91	43		134	302
“	37A	U	105	47		152	307
Advance (Provisoire)	2	U	24	14		38	
HUNGERFORD TOWNSHIP							
Thomasburgh.....	1	R	121	24		145	205
Chapman.....	2	R	100	44		144	210
Victoria.....	3	R	62	32		144	189
“	3A	R	71	55		126	167
Marlbank.....	4	R	72	48		120	154
“	4A	R	75	29		104	149
Bogart.....	5	R	9	121		130	183
Stoco.....	6	R	15	176		191	260
Gafney's.....	7	R	7	33		40	59
Moneymore.....	8	R	60	2		62	73
Sulphide.....	9	R	130	69	1	200	228
Tweed.....	1	R	168	25	2	195	279
“	2	R	79	24		103	145
“	2A	R	86	45	2	133	178
“	3	R	94	102	1	197	260
THURLOW TOWNSHIP							
Point Anne.....	1A	R	103	51		154	236
“	1	R	112	76		188	215
First Con.....	2	R	95	46	1	142	176
“	2A	R	90	30		120	195
Second Con.....	3	R	77	33		110	174
Donavons.....	4	R	55	41		96	167
“	4A	R	59	29		88	145
Colledge Hill.....	5	R	90	32		122	194
“	5A	R	89	43	1	133	189
Cannifton.....	6	R	82	26		108	162
“	6A	R	65	41		106	152
Corbyville.....	7	R	65	33		98	150
“	7A	R	70	42		112	158
Foxboro.....	8	R	78	40		118	149
“	8A	R	71	49		120	164
Zion Hill.....	9	R	110	35	1	196	250
Plainfield.....	10	R	147	29		176	266
TYENDINAGA TOWNSHIP							
Shannonville.....	1	R	179	28		207	286
Melrose.....	2	R	83	53		136	173
“	2A	R	49	58		107	143

HASTINGS SOUTH (SUD)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Ernest Tummon	Roscoe Vander- water			
TYENDINAGA TOWNSHIP							
Lonsdale.....	3	R	89	140	.....	229	235
Moults.....	4	R	111	60	1	172	246
Blacks.....	5	R	54	64	.....	118	177
Marysville.....	6	R	56	118	.....	174	251
Hanley's.....	7	R	24	143	.....	167	221
Reserve.....	8	R	27	9	.....	36	70
DESERONTO TOWN (VILLE)							
Centre Ward (Quartier Centre)	1	R	58	15	.....	73	112
“ “	2	R	63	22	.....	85	128
East Ward (Quartier Est).....	1	R	63	16	.....	79	150
“ “	2	R	86	24	1	111	165
West Ward (Quartier Ouest)...	1	R	111	62	.....	173	260
“ “	2	R	48	25	.....	73	138
“ “	3	R	78	39	.....	117	219
Totals—Totaux.....	125	.....	9,704	5,912	25	15,641	24,958

Majority for } William Ernest Tummon, 3,792  
Majorité pour }



## HURON NORTH (NORD)

Population—1921, 23, 540

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Warwick King	Hugh John Alexander MacEwan			
Ashfield.....	1	R	52	97	1	150	226
".....	2	R	68	86		154	213
".....	3	R	80	73		153	196
".....	4	R	62	77		139	168
".....	5	R	111	20	2	133	153
".....	6	R	91	27		118	157
".....	7	R	103	27		130	166
Blyth.....	1	R	89	122		211	246
".....	2	R	66	123		189	223
Brussels.....	1A	R	72	79		151	173
".....	1B	R	76	63		139	159
".....	2	R	104	104		208	245
Colborne.....	1	R	95	80		175	233
".....	2	R	26	64		90	122
".....	3	R	110	83		193	271
".....	4	R	82	25		107	131
Goderich.....	1A	R	45	119		164	209
".....	1B	R	65	116		181	224
".....	2A	R	63	105		168	199
".....	2B	R	62	119		181	245
".....	3A	R	56	88	1	145	377
".....	3B	R	51	105		156	
".....	4A	R	74	104		178	220
".....	4B	R	88	122		210	248
".....	5A	R	38	82		120	149
".....	5B	R	24	98		122	153
".....	6A	R	52	145		197	247
".....	6B	R	77	101		178	213
".....	7	R	62	132		194	234
" Advance (Provisoire). ..	1	R	3	12		15	
Grey.....	1	R	96	42		138	217
".....	2	R	114	37		151	173
".....	3	R	87	40		127	159
".....	4	R	99	40		139	214
".....	5A	R	60	46		106	150
".....	5B	R	72	47		119	155
".....	6	R	112	52		164	207
".....	7	R	108	30		138	199
Howick.....	1	R	85	97		182	282
".....	2	R	122	63	1	186	275
".....	3A	R	39	91		130	181
".....	3B	R	59	99		158	194
".....	4A	R	86	84		150	207
".....	4B	R	83	77		160	202
".....	5	R	133	86		219	310
".....	6	R	76	71		147	191
Morris.....	1	R	99	48		147	183
".....	2	R	79	84		163	207
".....	3	R	93	58		151	183
".....	4	R	91	65		156	194
".....	5	R	86	68		154	202
".....	6	R	151	61		212	253
Turnberry.....	1A	R	60	78		138	175
".....	1B	R	78	41		119	159
".....	2	R	166	65		221	259
".....	3	R	83	60		143	190
".....	4	R	97	30		127	202
Wawanosh East (Est).....	1	R	66	38		104	124
".....	2	R	88	92		180	212
".....	3	R	103	54		157	178
".....	4	R	88	47		135	156
".....	5	R	64	42		106	133
Wawanosh West (Ouest).....	1	R	59	110	1	170	218
".....	2	R	56	97		153	195
".....	3	R	36	62		98	115

HURON NORTH (NORD)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Warwick King	Hugh John Alexander MacEwan			
Wawanosh West (Ouest).....	4	R	85	32	.....	117	143
“ “.....	5	R	92	31	.....	123	159
“ “.....	6	R	60	28	.....	88	111
Wingham.....	1	R	84	112	3	199	238
“.....	2	R	99	111	.....	210	275
“.....	3A	R	44	72	2	118	154
“.....	3B	R	57	60	.....	117	161
“.....	4A	R	68	77	2	147	173
“.....	4B	R	62	75	.....	137	169
“.....	5	R	42	75	.....	117	148
Wroxeter.....	1	R	108	74	.....	182	223
Totals—Totaux.....	76	.....	5,892	5,547	13	11,452	14,608

Majority for }  
Majorité pour } John Warwick King, 345.



## HURON SOUTH (SUD)

Population—1921, 23,548

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas McMillan	Andrew Hicks			
McKillop.....	1	R	173	18	2	193	226
".....	2A	R	76	54	1	131	174
".....	2B	R	89	48		137	171
".....	3	R	146	57		203	295
".....	4	R	96	115		211	277
Hullett.....	1	R	146	37	1	184	217
".....	2	R	123	84	1	208	267
".....	3	R	66	41		107	118
".....	4	R	114	78		192	225
".....	5	R	30	44		74	101
".....	6	R	99	56		155	190
".....	7	R	96	58		154	176
Goderich.....	1	R	59	122		181	226
".....	2	R	48	90		138	161
".....	3	R	81	98	1	180	213
".....	4	R	31	82		113	140
".....	5	R	74	73		147	170
".....	6	R	49	51		100	116
Stanley.....	1	R	66	32		98	120
".....	2	R	80	31		111	133
".....	3	R	67	38		105	130
".....	4	R	48	167	2	217	252
".....	5	R	23	76		99	130
".....	6	R	85	52		137	197
".....	7	R	56	3		59	88
Tuckersmith.....	1	R	112	63		175	238
".....	2	R	103	72	1	176	247
".....	3	R	94	29		123	170
".....	4	R	126	43		169	210
".....	5	R	111	51		162	211
".....	6	R	101	45		146	201
Hay.....	1	R	61	38		99	117
".....	2	R	81	22		103	132
".....	3A	R	84	49		133	389
".....	3B	R	102	48		150	
".....	4	R	156	61	1	218	284
".....	5	R	89	15		104	146
".....	6	R	123	61	1	185	244
".....	7	R	56	22		78	100
".....	8	R	93	15	2	110	144
Stephen.....	1	R	49	138	1	188	209
".....	2	R	40	67	1	108	134
".....	3	R	94	74	1	169	210
".....	4	R	141	64		205	256
".....	5	R	90	37	1	128	156
".....	6	R	131	89		220	267
".....	7	R	78	35		113	155
".....	8	R	41	66		107	153
".....	9	R	92	59	4	155	236
Usborne.....	1	R	41	79	1	121	140
".....	2	R	77	36		113	153
".....	3	R	88	29		117	142
".....	4	R	74	39	1	114	156
".....	5	R	53	75	1	129	183
".....	6	R	21	65	1	87	128
".....	7	R	54	79		133	182
Bayfield.....	1	R	56	154	1	211	239
Hensall.....	1A	R	100	106	1	207	475
".....	1B	R	116	84	1	201	
Clinton.....	1	R	114	144	1	259	287
".....	2A	R	78	67		145	381
".....	2B	R	65	104		169	
".....	3A	R	76	86	1	163	350
".....	3B	R	66	62	4	132	
".....	4	R	98	143		241	299

HURON SOUTH (SUD)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas McMillan	Andrew Hicks			
Seaforth.....	1	R	132	64	.....	196	244
“.....	2	R	114	35	1	200	244
“.....	3	R	112	60	1	173	208
“.....	4	R	85	55	.....	140	174
“.....	5	R	51	75	1	127	165
“.....	6	R	86	75	1	162	183
Exeter.....	1A	R	31	109	.....	140	} 319
“.....	1B	R	34	89	.....	123	
“.....	2A	R	66	84	.....	150	
“.....	2B	R	63	91	.....	154	
“.....	3A	R	61	77	1	139	
“.....	3B	R	53	69	1	123	319
“.....	4	R	36	64	1	101	119
Totals—Totaux.....	78	.....	6,370	5,217	41	11,628	14,582

Majority for  
Majorité pour } Thomas McMillan, 1,153.



## KENORA-RAINY RIVER.

Population—1921, 26,315

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arthur Dufferin George	Peter Heenan			
Ingolf.....	1	R	9	7		16	25
Ostersund.....	2	R	14	33		47	68
Pellatt.....	3	R	9	28		37	43
Corkscrew Island.....	4	R	10	6		16	22
Shoal Lake.....	5	R	18	9		27	29
French Portage.....	6	R	6	17		23	34
Whitefish.....	7	R	9	37		46	59
Indian School.....	8	R	4	18		22	37
Waldhof.....	9	R	22	39		61	71
Aubrey.....	10	R	7	22		29	41
Pine Grove.....	11	R	23	18		41	54
Minnitaki.....	12	R	25	35		60	76
Oxdrift.....	13	R	57	111	1	169	206
Rugby.....	14	R	3	16		19	31
Cairnbrogie.....	15	R	31	68		99	136
Shallow Lake.....	16	R	12	24		36	62
Britton.....	17	R	10	15		25	47
Barclay.....	18	R	19	42		61	69
Wabigoon.....	19	R	19	70		89	136
Dinorwic.....	20	R	29	16		45	49
Malachi.....	21	R	8	8		16	27
Minaki.....	22	R	21	118		139	206
Redditt.....	23	R	38	94	2	134	153
McIntosh.....	24	R	11	27		38	48
Margach.....	25	R	3	5		8	11
Hawk Lake.....	26	R	1	10		11	15
Quibell.....	27	R	31	71		102	142
Hunter.....	28	R	2	8		10	17
Richan.....	29	R	8	32		40	66
Keewatin, North Ward (Quar- tier Nord).....	31	R	95	53	1	150	177
Keewatin, East Ward (Quartier Est).....	32	R	171	94		265	300
Keewatin, West Ward (Quartier Ouest).....	33	R	153	88		241	256
Kenora, West Ward 1 (Quartier Ouest 1).....	34	U	21	135	2	158	215
Kenora, Centre Ward 1 (Quar- tier Centre 1).....	35	U	110	125		235	367
Kenora, Centre Ward 2 (Quar- tier Centre 2).....	36	U	74	81		155	257
Kenora, North Ward 1 (Quar- tier Nord 1).....	37	U	80	130		210	353
Kenora, North Ward 1 (Quar- tier Nord 1).....	38	U	87	152		239	412
Kenora, North Ward 1 (Quar- tier Nord 1).....	39	U	76	123		199	357
Kenora, North Ward 2 (Quar- tier Nord 2).....	40	U	62	95	1	159	274
Kenora, North Ward 2 (Quar- tier Nord 2).....	41	U	62	85	5	153	269
Kenora, South Ward 1 (Quar- tier Sud 1).....	42	U	54	75	1	140	252
Kenora, South Ward 1 (Quar- tier Sud 1).....	43	U	92	104		196	274
Kenora, South Ward 2 (Quar- tier Sud 2).....	44	U	84	89	1	174	271
Kenora, South Ward 2 (Quar- tier Sud 2).....	45	U	77	102	2	181	292
Jaffray and Melick.....	46	R	21	44		65	115
".....	47	R	17	38		55	93
".....	48	R	16	37		53	78
Vermilion Bay.....	49	R	8	26		34	44
Eagle River.....	50	R	38	82		120	180
Dryden.....	51	R	120	114		234	303
".....	52	R	104	111	2	217	255
Van Horne.....	53	R	39	75	2	116	175

## KENORA-RAINY RIVER—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arthur Dufferin George	Peter Heenan			
Dymont.....	54	R	24	23	.....	47	50
Sturgeon Falls.....	55	R	46	12	1	59	70
Kettle Falls.....	56	R	8	1	.....	9	40
Mine Centre.....	57	R	64	21	.....	85	211
Foley Mine.....	58	R	33	16	.....	49	60
Farrington.....	59	R	9	3	.....	12	13
Bears Pass.....	60	R	9	8	.....	17	25
Rocky Inlet.....	61	R	19	8	1	28	51
Rainy Lake.....	62	R	39	29	.....	68	290
Fort Frances.....	63	R	60	23	.....	83	206
Miscampbell.....	64	R	12	18	.....	30	45
Dance.....	65	R	6	4	.....	10	25
Kingsford & Fleming.....	66	R	20	5	.....	25	55
Nelles.....	67	R	9	22	.....	31	36
".....	68	R	7	12	.....	19	35
Sifton & Dewart.....	69	R	17	23	.....	40	82
Sutherland.....	70	R	24	13	.....	37	60
McCrosson & Tovell.....	71	R	28	58	.....	86	146
Morson.....	72	R	32	5	.....	37	83
Minahico.....	73	R	0	13	.....	13	40
Pratt.....	74	R	10	20	.....	30	40
McInnes Creek.....	75	R	4	18	.....	22	36
Harris Hill.....	76	R	17	20	.....	37	59
Cedar Island.....	77	R	7	9	.....	16	33
Fort Frances.....	78	R	88	60	1	149	195
".....	78A	R	96	67	5	168	203
".....	79	R	131	86	.....	217	291
".....	80	R	134	99	3	236	298
".....	81	R	78	105	8	191	300
".....	82	R	137	96	.....	233	318
".....	83	R	130	113	.....	243	334
".....	84	R	65	98	1	164	275
".....	84A	R	71	71	0	148	253
McIrvine.....	85	R	53	54	.....	107	137
Alberton.....	86	R	45	20	.....	65	103
".....	87	R	26	17	1	44	71
La Vallee.....	88	R	38	23	.....	61	73
".....	89	R	52	39	.....	91	109
".....	90	R	59	37	.....	96	123
".....	91	R	24	7	.....	31	40
".....	92	R	17	32	.....	49	88
Emo.....	93	R	36	14	.....	50	64
".....	94	R	172	91	.....	263	402
".....	95	R	101	58	.....	159	244
".....	96	R	23	2	.....	25	50
Chapple.....	97	R	141	71	3	215	261
".....	98	R	22	14	.....	36	67
".....	99	R	25	26	.....	51	73
".....	100	R	32	35	.....	67	92
".....	101	R	30	27	.....	57	69
".....	102	R	6	3	.....	9	26
".....	103	R	3	3	.....	6	26
".....	104	R	12	5	1	18	44
Morley.....	105	R	94	86	.....	180	262
".....	106	R	26	36	.....	62	85
Dilke.....	107	R	28	81	.....	109	138
Blue.....	108	R	28	23	.....	51	86
Worthington.....	109	R	16	62	.....	78	98
Atwood.....	110	R	66	70	.....	136	177
Rainy River.....	111	R	124	124	.....	248	346
".....	112	R	77	113	.....	190	264
Kenora, Advance (Provisoire).....	113	U	48	158	.....	206	
Rainy River, Advance (Provisoire).....	114	R	27	52	1	80	
Totals—Totaux.....	115		5,016	5,626	52	10,694	15,425

Majority for } Peter Heenan, 610.  
Majorité pour }



KENT

Population—1921, 50,638

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alexander Dew Chaplin	James Warren Rutherford			
Blenheim.....	A-K 1	R	79	46		125	168
".....	L-Z 1	R	78	56		134	178
".....	2	R	105	116		221	268
".....	3	R	65	75		140	175
".....	4	R	112	111		223	287
Chatham City (Cité).....	AA 92	U	96			188	223
".....	AB 93	U	47			140	193
".....	AC 89	U	82		1	172	222
".....	1A 143	U	96			239	299
".....	1B 92	U	57			149	184
".....	1C 69	U	61			130	172
".....	2A 170	U	101			271	328
".....	2B 103	U	100		1	204	244
".....	2C 88	U	53			141	194
".....	3A 113	U	76			189	279
".....	3B 126	U	109			235	335
".....	3C 78	U	67			145	210
".....	4A 97	U	98			195	233
".....	4B 100	U	99			199	222
".....	5 120	U	97			226	286
".....	6A 54	U	101		1	156	180
".....	6B 56	U	69		5	130	171
".....	7 33	U	70		1	104	132
".....	8A 60	U	59		1	120	177
".....	8B 48	U	59			107	159
".....	9A 145	U	99			244	300
".....	9B 120	U	114			234	302
".....	10A 159	U	112			271	357
".....	10B 105	U	97		1	203	249
".....	10C 88	U	72			160	192
".....	11A 99	U	99			198	265
".....	11B 94	U	97			191	240
".....	12A 138	U	96			234	312
".....	12B 91	U	123			214	294
".....	12C 84	U	69			153	186
".....	13A 128	U	127			255	301
".....	13B 167	U	137			304	395
".....	14A 78	U	91		1	170	224
".....	14B 79	U	110			189	229
".....	15A 85	U	62		3	150	174
".....	15B 81	U	62		1	144	175
".....	16A 110	U	57			167	207
".....	16B 89	U	55		1	145	187
Advance (Provisoire)	1	U	8			22	
Township.....	A-K 1	R	109		1	208	278
".....	L-Z 1	R	90			209	279
".....	A-K 2	R	81			223	308
".....	L-Z 2	R	45			108	168
".....	3	R	55			174	220
".....	4	R	69			133	196
".....	5	R	47			159	232
".....	6	R	101			138	193
".....	7	R	135			248	278
".....	A-K 8	R	58			193	270
".....	L-Z 8	R	107			199	297
".....	9	R	62			112	134
".....	10	R	39		1	144	207
".....	11	R	51		1	109	125
".....	12	R	64			99	114
Dover.....	1	R	90			244	314
".....	2	R	31			114	146
".....	A-K 3	R	62		3	212	225
".....	L-Z 3	R	39		1	161	185
".....	4	R	49			136	175
".....	A-K 5	R	23			157	169

## KENT—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alexander Dew Chaplin	James Warren Rutherford			
Dover..... L-Z	5	R	29	130	1	160	177
".....	6	R	93	64		157	173
".....	7	R	74	75	1	150	213
".....	8	R	69	79		148	191
".....	9	R	6	18	2	26	55
".....	10	R	67	69	1	137	173
Erieau.....	1	R	23	71		94	126
Erie Beach.....	1	R	13	7		20	22
Harwich.....	1	R	95	98		193	234
".....	2	R	72	103		175	218
".....	3	R	108	62		170	255
".....	4	R	143	116		259	303
".....	5	R	132	109		241	288
".....	6	R	62	104	2	168	237
".....	7	R	58	143		201	247
".....	8	R	74	127	1	202	241
".....	9	R	72	99	1	172	218
".....	10	R	101	120	2	223	295
".....	11	R	38	168		206	267
Highgate.....	1	R	80	128	1	209	275
Howard South (Sud).....	1	R	22	82		104	144
" North (Nord).....	1	R	40	53		93	139
".....	2	R	73	124	3	200	287
".....	3	R	72	85		157	258
".....	4	R	54	120		174	242
"..... A-K	5	R	32	99	5	136	169
"..... L-Z	5	R	51	86		137	172
".....	6	R	66	87		153	222
Moraviantown.....	1	R	6	12		18	34
Orford.....	1	R	31	25	1	57	77
".....	2	R	23	121		144	178
" North (nord).....	3	R	14	45		59	74
" South (Sud).....	3	R	19	69		88	116
".....	4	R	18	73		91	127
" North (Nord).....	4	R	13	36		49	50
".....	5	R	22	99		121	156
".....	6	R	64	86	1	151	181
".....	7	R	18	95		113	144
Raleigh.....	1	R	72	107	3	182	223
".....	2	R	56	100		166	195
".....	3	R	37	89		126	215
".....	4	R	87	110	2	199	226
".....	5	R	47	123		170	239
".....	6	R	85	120	1	206	265
".....	7	R	77	69		146	166
".....	8	R	51	43		94	178
".....	9	R	64	63	3	130	156
".....	10	R	37	67		104	130
".....	11	R	96	78		174	229
".....	12	R	69	52		121	146
Ridgetown.....	1	R	108	79		187	237
"..... A-K	2	R	54	82	1	137	160
"..... L-Z	2	R	58	57	1	116	143
"..... A-K	3	R	78	80	2	160	193
"..... L-Z	3	R	69	85	2	156	195
"..... A-K	4	R	92	74	3	169	189
"..... L-Z	4	R	61	71		132	160
Romney.....	1	R	87	77	2	166	182
".....	2	R	23	53		76	100
".....	3	R	36	71		107	150
".....	4	R	27	60	2	89	136
".....	5	R	48	47		115	141
Tillbury East (Est).....	1	R	13	134		147	181
".....	2	R	25	89	1	115	156
".....	3	R	23	103		126	162



KENT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alexander Dew Chaplin	James Warren Rutherford			
Tillbury East (Est).....	4	R	66	96	.....	162	249
" ".....	5	R	64	90	.....	154	220
" ".....	6	R	60	90	.....	156	188
" ".....	7	R	53	40	.....	93	130
" ".....	8	R	32	63	.....	95	141
Wallaceburg.....	1	U	113	91	2	206	288
" ".....A-K	2	U	50	59	.....	109	161
" ".....L-Z	2	U	76	45	.....	121	156
" ".....A-K	3	U	119	77	.....	196	262
" ".....L-Z	3	U	96	65	3	164	230
" ".....A-K	4	U	94	72	.....	166	215
" ".....L-Z	4	U	102	65	1	168	227
" ".....A-K	5	U	73	46	.....	119	168
" ".....L-Z	5	U	78	49	.....	127	158
" ".....A-K	6	U	122	60	1	183	236
" ".....L-Z	6	U	96	71	5	172	214
Totals—Totaux.....	146	.....	10,578	12,315	81	22,974	29,725

Majority for } James Warren Rutherford, 1,737.  
Majorité pour }

## KINGSTON CITY (CITE).

Population—1921, 24, 104

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Halliday	Arthur Edward Ross			
<b>KINGSTON CITY (CITE)</b>							
Sydenham.....	1A	U	64	101	2	167	261
"	1B	U	65	81		146	237
"	1C	U	43	97		140	219
"	2A	U	49	100		149	212
"	2B	U	54	64		118	194
"	2C	U	44	79		123	180
"	3A	U	68	79	2	149	212
"	3B	U	55	74	1	130	196
"	3C	U	52	76	1	129	182
Ontario.....	4A	U	40	60	1	101	164
"	4B	U	63	85	1	149	225
"	4C	U	43	95	1	139	204
"	5A	U	94	80		174	287
"	5B	U	58	96		154	256
"	6A	U	87	96		183	241
"	6B	U	87	97	2	186	246
"	6C	U	72	112		184	243
St. Lawrence.....	7A	U	54	64		118	171
"	7B	U	76	87		163	247
"	7C	U	46	62	1	109	182
"	7D	U	50	76		126	192
"	8A	U	85	73	2	160	235
"	8B	U	61	88	1	150	242
"	8C	U	56	111	1	168	233
"	9A	U	54	80		134	230
"	9B	U	47	101		148	214
"	9C	U	53	96		149	223
Cataraque.....	10A	U	54	88		142	256
"	10B	U	36	80	1	117	176
"	10BB	U	24	57		81	146
"	10C	U	53	68	1	122	254
"	11A	U	51	68		119	179
"	11B	U	54	74		128	189
"	11C	U	53	76		129	187
"	12A	U	75	80		155	218
"	12B	U	48	80	4	132	196
Frontenac.....	13A	U	70	50		120	236
"	13B	U	69	64		133	257
"	13C	U	61	57		118	207
"	14A	U	66	69		135	227
"	14B	U	45	63		108	174
"	14C	U	39	64		103	172
"	15A	U	43	95		138	193
"	15B	U	50	92		142	207
"	15C	U	50	82		132	189
"	15D	U	40	82	1	123	189
"	16A	U	41	83		124	204
"	16B	U	59	73		132	208
Rideau.....	17A	U	47	62		109	181
"	17B	U	39	77		116	174
"	17C	U	35	88		123	169
"	17D	U	29	93		122	179
"	18A	U	44	94		138	210
"	18B	U	52	94		146	206
"	18C	U	55	91		146	210
"	19A	U	62	98		160	209
"	19B	U	74	116		190	246
"	19C	U	44	76		120	162
"	19D	U	53	90		143	180
"	19E	U	53	82		135	177
"	20A	U	64	114		178	231
"	20B	U	39	89		128	170



## KINGSTON CITY (CITÉ)—Con.

(THIS TABLE CONTAINS)

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Halliday	Arthur Edward Ross			
KINGSTON CITY (CITÉ)—Con.							
Victoria.....	21A	U	48	67	.....	115	171
“.....	21B	U	68	74	.....	142	201
“.....	21C	U	73	82	.....	155	218
“.....	21D	U	49	61	.....	110	173
“.....	21E	U	61	87	.....	148	201
“.....	22A	U	62	79	1	142	194
“.....	22B	U	50	87	.....	137	177
“.....	23A	U	56	85	.....	141	216
“.....	23B	U	48	109	.....	157	227
“.....	23C	U	45	99	.....	144	206
Portsmouth.....	1A	R	110	116	.....	226	267
“.....	1B	R	47	74	.....	121	149
“.....	1C	R	24	51	.....	75	98
Mowat.....	2	R	19	38	.....	57	91
Kingston, Advance (Provisoire).....		U	23	28	.....	51	
Totals—Totaux.....	77	.....	4,174	6,256	24	10,454	15,485

Majority for  
Majorité pour } Arthur Edward Ross, 2,082.

## LAMBTON EAST (EST)

Population—1921, 28,271

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Emmanuel Armstrong	Burt Wendell Fansher			
Alvinston.....	1	R	71	44		115	170
".....	2A	R	65	69		134	
".....	2B	R	58	35		93	314
Arkona.....	1	R	101	91	1	193	243
Brooke.....	1	R	27	76		103	113
".....	2	R	26	83		109	143
".....	3A	R	73	79		152	
".....	3B	R	70	66		136	342
".....	4	R	20	34		54	82
".....	5	R	38	87	1	126	191
".....	6	R	21	83	1	105	136
".....	7	R	8	36		44	84
".....	8	R	43	36		79	102
".....	9	R	9	40		49	56
".....	10	R	72	37		109	123
".....	11	R	58	51		109	126
".....	12	R	35	62		97	116
Bosanquet.....	1	R	92	93		185	244
".....	2A	R	107	68		175	325
".....	2B	R	33	43		76	
".....	3	R	62	99		161	182
".....	4	R	33	98		131	156
".....	5	R	32	98		130	154
".....	6	R	31	81		112	164
".....	7	R	24	26		50	75
Bothwell.....	1	R	82	83		165	237
".....	2	R	53	62		115	168
".....	3	R	6	6	1	13	24
Camden.....	1	R	56	113		169	199
".....	2	R	44	86		130	193
".....	3	R	17	48		65	78
".....	4	R	44	110		154	204
".....	5	R	29	126	1	156	194
".....	6	R	35	94	2	131	189
".....	7	R	54	50		104	135
Dawn.....	1	R	41	62		103	139
".....	2	R	40	63		103	134
".....	3	R	28	108		136	160
".....	4	R	21	63	1	85	104
".....	5	R	24	63		87	139
".....	6	R	31	61		92	121
".....	7	R	24	60		84	117
".....	8	R	31	58		89	105
".....	9	R	36	107		143	158
".....	10	R	26	76		102	119
".....	11	R	17	56		73	97
Dresden.....	1	R	136	100	1	237	288
".....	2	R	91	81		172	229
".....	3	R	120	77		197	247
".....	4	R	75	44		119	137
Euphemia.....	1	R	72	106	3	181	195
".....	2	R	22	92		114	123
".....	3	R	23	82		105	123
".....	4	R	16	59		75	85
".....	5	R	29	137		166	196
".....	6	R	44	58		102	119
".....	7	R	15	59		74	89
Enniskillen.....	1	R	14	22		36	44
".....	2	R	25	13		38	47
".....	3	R	18	23		41	45
".....	4	R	9	37		46	49
".....	5	R	19	42		61	68
".....	6	R	23	41		64	70
".....	7	R	24	62		86	96
".....	8-9	R	33	56		89	104



## LAMBTON EAST (EST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Emmanuel Armstrong	Burt Wendell Fansher			
Enniskillen.....	10	R	38	22	1	61	67
"	11	R	25	30		55	65
"	12	R	46	41		87	112
"	13	R	12	29		41	51
"	14	R	16	34		50	57
"	15	R	29	53		82	86
"	16	R	37	27		64	72
"	17	R	18	26		44	51
"	18	R	28	23		51	56
"	19	R	35	21		56	62
"	20	R	76	28		104	126
"	21	R	39	36		75	87
"	22	R	24	32		56	65
"	23	R	26	16		42	47
"	24	R	11	16		27	36
"	25	R	6	30		36	43
Forest.....	1A	R	83	74		157	333
"	1B	R	72	55		127	
"	2A	R	75	61		136	353
"	2B	R	78	77		155	
"	3A	R	84	55		139	333
"	3B	R	82	50		138	
Oil Springs.....	1	R	94	34		128	175
"	2	R	47	22		69	105
Petrolia.....	1	R	164	44		208	240
"	2	R	126	19		145	185
"	2A	R	79	6		85	108
"	3A	R	178	34		212	477
"	3B	R	136	25		161	
"	4A	R	115	19		134	319
"	4B	R	88	21	1	110	
"	5	R	108	33	1	142	186
"	6	R	105	14	1	120	138
"	7	R	56	3		59	64
"	8	R	53	18		71	92
Thamesville.....	1A	R	104	71		175	514
"	1B	R	107	77	1	185	
Thedford.....	1A	R	93	52		145	357
"	1B	R	81	41		122	
Warwick.....	1	R	76	126		202	239
"	2	R	87	82		169	226
"	3	R	94	137		231	263
"	4	R	54	103		157	191
"	5	R	37	116		153	205
"	6	R	29	82		111	154
"	7	R	60	56		116	148
Wattford.....	1A	R	105	34	1	140	345
"	1B	R	94	44		138	
"	2A	R	88	56	1	145	340
"	2B	R	76	65		141	
Zone.....	1	R	21	110		131	171
"	2	R	37	91		128	182
"	3	R	52	53		105	143
Totals—Totaux.....	118		6,340	6,891	19	13,250	16,678

Majority for } Bert Wendell Fansher, 551.  
Majorité pour }

## LAMBTON WEST (OUEST)

Population—1921, 30,418

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Thomas Goodison	Andrew R. McMillen			
Courtright.....	1	R	106	84		190	243
Moore.....	1	R	60	27		87	146
".....	2	R	37	13		50	62
".....	3	R	149	74		223	254
".....	4A	R	90	83		173	190
".....	4B	R	50	32		82	139
".....	5	R	115	28		143	154
".....	6	R	107	62		169	187
".....	7A	R	72	82		154	178
".....	7B	R	132	78	1	211	245
".....	8	R	94	36		130	140
".....	9	R	85	34		119	189
".....	10	R	106	36	2	144	163
Point Edward.....	1A	R	63	156	2	221	272
".....	1B	R	51	85		136	182
".....	2A	R	46	114		160	210
".....	2B	R	34	104		138	167
Sarnia Township.....	1	R	90	60		150	170
".....	2	R	108	78		186	214
".....	3	R	90	82		172	212
".....	4A	R	48	106	2	156	199
".....	4B	R	37	74		111	149
".....	5	R	45	41		86	117
".....	6A	R	77	86	2	165	208
".....	6B	R	40	88		128	178
".....	7	R	29	83		112	150
SARNIA CITY (CITÉ)							
Ward (Quartier) 1.....	1A	U	84	142	1	227	281
".....	1B	U	111	101	6	218	297
".....	2A	U	113	99	3	215	278
".....	2B	U	88	113		201	268
".....	3A	U	82	83	1	166	245
".....	3B	U	98	92		190	269
".....	3C	U	75	100		175	262
Ward (Quartier) 2.....	1A	U	112	87	9	208	280
".....	1B	U	106	88	4	198	276
".....	2A	U	125	78		203	271
".....	2B	U	76	113	2	191	242
".....	2C	U	95	95		190	238
Ward (Quartier) 3.....	1	U	73	113	1	187	306
".....	2A	U	60	83		143	219
".....	2B	U	100	75		175	269
".....	3A	U	73	88		161	211
".....	3B	U	71	72		143	205
".....	4A	U	76	89		165	230
".....	4B	U	82	69		151	218
".....	4C	U	88	91		179	246
".....	5A	U	88	142	4	234	305
".....	5B	U	80	146		232	301
Ward (Quartier) 4.....	1A	U	116	95		211	306
".....	1B	U	110	96		206	294
".....	2A	U	94	108		202	281
".....	2B	U	115	104	1	220	312
".....	3A	U	77	130		207	259
".....	3B	U	77	122		199	265
".....	3C	U	85	110	1	196	263
Ward (Quartier) 5.....	1A	U	100	134		234	319
".....	1B	U	87	122		209	300
".....	2A	U	94	141		235	305
".....	2B	U	72	122		194	294
".....	3A	U	63	134		197	295
".....	3B	U	94	118		212	284
".....	4	U	70	140		210	299



## LAMBTON WEST (OUEST)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total Vote — ote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Thomas Goodison	Andrew R. McMillen			
SARNIA CITY (CITÉ)—Con.							
Ward (Quartier) 6.....	1A	U	66	131		197	250
“.....	1B	U	71	87		158	225
“.....	2A	U	65	104		169	230
“.....	2B	U	59	121		180	225
“.....	3A	U	57	84	2	143	196
“.....	3B	U	47	54		101	161
Sarnia, Advance (Provisoire)...	1	U	59	47		106	
“.....	2	U	14	8		22	
Sombra.....	1	R	146	72		218	258
“.....	2	R	119	77	1	197	254
“.....	3A	R	90	34		124	180
“.....	3B	R	65	53		118	173
“.....	4	R	124	92		216	279
“.....	5	R	86	40		126	152
“.....	6	R	29	73		102	138
“.....	7	R	43	42		85	103
“.....	8	R	49	15		64	84
“.....	9	R	52	14		66	93
Plympton.....	1	R	99	62		161	194
“.....	2	R	125	102		227	275
“.....	3	R	124	52		176	202
“.....	4	R	186	72		258	309
“.....	5A	R	114	19		133	170
“.....	5B	R	104	26		130	166
“.....	6	R	37	27		64	78
“.....	7	R	99	54		153	177
“.....	8	R	74	54		128	138
Wyoming.....	1	R	86	50	2	138	170
“.....	2	R	61	81		142	170
Walpole Island.....	1	R	24	5		29	33
Totals—Totaux.....	92	.....	7,551	7,413	47	15,011	19,594

Majority for } William Thomas Goodison, 138.  
Majorité pour }

## LANARK

Population—1921, 32,993

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George W. Buchanan	Richard Franklin Preston			
<b>BATHURST</b>							
Manion.....	1	R	84	37		121	196
".....	1A	R	76	52	1	129	192
Brooke.....	2	R	26	110		136	204
Town Hall.....	3	R	89	70		159	264
Fallbrook.....	4	R	22	66	1	89	140
".....	4A	R	49	40		89	160
<b>BECKWITH</b>							
Franktown.....	5	R	34	83		117	185
Prospect.....	6	R	27	62	1	90	124
Blacks Corners.....	7	R	108	88		196	283
Ashton.....	8	R	68	26		94	130
Scotch Corner.....	9	R	5	51		56	69
<b>BURGESS NORTH (NORD)—</b>							
Stanleyville.....	10	R	64	29		93	180
".....	10A	R	51	19		70	133
Thos. J. Tully.....	11	R	14	16		30	42
<b>DALHOUSIE AND SHERBROOKE NORTH (NORD)—</b>							
Poland.....	12	R	34	36		70	95
Watsons Corner's.....	13	R	88	38		126	217
McDonald's Corners.....	14	R	117	30		147	249
Elphin.....	15	R	65	19	1	85	156
<b>DARLING—</b>							
Jordan's School.....	16	R	19	19		38	80
Tatlock.....	17	R	34	42		76	142
<b>DRUMMOND—</b>							
Wayside.....	18	R	36	43	1	80	171
".....	18A	R	40	42		82	239
McPhail's School.....	19	R	24	58		82	198
Cunninghams Res.....	20	R	39	44		83	148
".....	20A	R	45	50		95	194
Innisville.....	21	R	49	60	1	110	158
<b>ELMSLEY NORTH (NORD)—</b>							
Port Elmsley.....	22	R	67	87		154	290
McLean's School.....	23	R	44	52		96	166
<b>LANARK TOWNSHIP—</b>							
Hopetown.....	24	R	53	39		92	182
Middleville.....	25	R	148	22		170	280
James School.....	26	R	63	55		118	177
Linton's Res.....	27	R	37	23		60	103
<b>LAVANT—</b>							
Browning's School.....	28	R	13	27		40	77
Clyde Forks.....	29	R	30	61		91	129
<b>MONTAGUE—</b>							
Halls School.....	30	R	26	54		80	139
S.S. No. 8.....	31	R	5	87		92	170
Town Hall.....	32	R	64	82		146	221
Numogate.....	33	R	58	77		135	183
Wilson's Res.....	34	R	24	71		95	147
".....	34A	R	31	48		79	150
<b>PAKENHAM—</b>							
Cedar Hill.....	35	R	43	64		107	159
Ellis Scholl.....	36	R	61	36	1	98	149
Town Hall.....	37	R	31	109		140	203
".....	37A	R	56	107		163	215
Scotts, School.....	38	R	55	56		111	149



## LANARK—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George W. Buchanan	Richard Franklin Preston			
<b>RAMSAY—</b>							
Galbraiths, School.....	39	R	74	75		149	228
Clayton.....	40	R	72	90		162	241
Appleton.....	41	R	78	44		122	147
".....	41A	R	58	73		131	164
Murphy's Res.....	42	R	77	37		114	201
<b>SHERBROOKE SOUTH (SUD)—</b>							
Maberly.....	43	R	42	104		146	239
Bolingbroke.....	44	R	8	60		68	146
<b>LANARK VILLAGE—</b>							
Town Hall.....	45	R	62	58		120	206
".....	45A	R	89	51		140	219
<b>ALMONTE—</b>							
Ward (Quartier) 1.....	46	R	57	167		224	299
".....	47	R	15	195		210	283
Ward (Quartier) 2.....	48	R	71	88		159	208
".....	48A	R	64	113	1	178	219
Ward (Quartier) 3.....	49	R	40	86		126	208
".....	50	R	43	106		149	199
".....	50A	R	71	89		160	216
<b>CARLETON PLACE—</b>							
Bennett's Store.....	51	R	39	160	1	200	290
".....	51A	R	52	139	3	194	280
Oddfellow's Hall.....	52	R	72	113		185	264
".....	52A	R	67	101		168	250
Town Hall.....	53	R	31	75		106	153
".....	53A	R	26	80		106	147
Dowdall's Res.....	54	R	45	149	1	195	276
".....	54A	R	64	141		205	290
Stanzels Res.....	55	R	21	148	1	170	248
".....	55A	R	26	120	3	149	207
Nichols, Office.....	56	R	26	147		173	248
".....	56A	R	32	89		121	195
<b>PERTH—</b>							
Court House.....	57	R	51	72	1	124	202
".....	57A	R	57	56		113	199
".....	57B	R	53	72		125	174
East Ward Fire Hall.....	58	R	51	72		123	194
".....	58A	R	57	69	3	129	199
Tay Fire Engine House.....	59	R	50	123		173	285
Council Chamber.....	60	R	38	131		169	284
Warren's Res.....	61	R	22	102		124	180
".....	61A	R	48	106		154	240
West Ward Fire Hall.....	62	R	60	114		174	256
Avery's Res.....	62A	R	48	113		161	235
<b>SMITH'S FALLS—</b>							
Mrs. Douglas Res.....	63	U	49	69		118	153
".....	63A	U	31	56		87	138
Williscrafts' Shop.....	64	U	23	79		102	171
".....	64A	U	35	74		109	167
Moore's Res.....	65	U	36	68	3	107	160
Clarke's Res.....	66	U	36	98		134	206
Klynes' Res.....	67	U	25	65	1	91	147
".....	67A	U	31	52	2	85	142
Stewarts Gasoline Station.....	68	U	47	61		108	166
".....	68A	U	24	71		95	165
McGillivray's Shop.....	69	U	68	107		175	276
Morrison's Office.....	70	U	30	70	1	101	158
".....	70A	U	29	56		85	142

LANARK—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George W. Buchanan	Richard Franklin Preston			
SMITH'S FALLS—Con.							
Lumsden's Office.....	71	U	70	110	.....	180	279
Vanluven's Store.....	72	U	35	100	.....	135	255
Allports Res.....	73	U	22	72	.....	94	161
".....	73A	U	20	50	1	71	158
Neils Res.....	74	U	23	72	.....	95	150
".....	74A	U	24	64	.....	88	149
Brians Res.....	75	U	23	88	.....	111	185
Scotts Res.....	76	U	9	76	.....	85	157
".....	76A	U	5	84	1	90	156
Advance (Provisoire).....	77	U	40	165	.....	205	.....
Totals—Totaux.....	107	.....	4,908	8,122	30	13,060	20,248

Majority for  
Majorité pour } Richard Franklin Preston, 3,214.





## LEEDS—Con.

Polling Divisions. Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Henry Comstock	Hugh Alexander Stewart			
Front of Escott.....	1	R	104	70		174	213
“.....	2	R	96	65	1	162	181
“.....	3	R	46	74		120	151
Elmsley South (Sud).....	1	R	53	83		136	231
“.....	2	R	28	67		95	143
Gananoque.....	1	R	77	139		216	267
“..... A-H	2	R	86	104	1	191	232
“..... I-Z	2	R	90	105		195	224
“..... A-J	3	R	81	70		151	225
“..... K-Z	3	R	80	67		147	201
“..... A-L	4	R	74	95		169	244
“..... M-Z	4	R	79	123		202	260
“..... A-K	5	R	62	76	1	139	192
“..... L-Z	5	R	68	85		153	188
“.....	6	R	93	163		256	312
Gananoque Advance (Provi- soire).....		R	1	0		1	
Kitley.....	1	R	43	183	1	227	268
“.....	2	R	89	81		170	196
“.....	3	R	79	117		196	229
“.....	4	R	22	120		142	171
“.....	5	R	35	72	1	108	154
Leeds and Lansdowne, Front... “.....	1	R	75	59		134	222
“.....	2	R	53	52		105	138
“..... A-G	3	R	73	53		126	180
“..... H-Z	3	R	58	49		107	158
“.....	4	R	65	50	1	116	169
“.....	5	R	62	89		151	202
“..... A-L	6	R	42	133		175	216
“..... M-Z	6	R	61	106		170	209
“.....	7	R	52	84		136	216
Leeds and Lansdowne, Rear... “.....	1	R	102	136	3	241	301
“.....	2	R	21	80		101	179
“..... A-Mc	3	R	22	73		95	164
“..... M-Z	3	R	23	76	2	101	176
“.....	4	R	47	118		165	213
“.....	5	R	43	72	1	116	142
Newboro.....	1	R	43	128	2	173	229
Westport..... A-L	1	R	90	81		171	216
“..... M-Z	1	R	114	65		179	213
Yonge, Front..... A-H	1	R	99	67		166	198
“..... I-Z	1	R	114	46	1	161	183
“.....	2	R	99	81		180	227
“.....	3	R	88	71		159	200
Yonge and Escott, Rear.....	1	R	50	109		159	199
“.....	2	R	67	75	1	143	195
“.....	3	R	60	79		139	163
Totals—Totaux.....	107		7,148	9,092	33	16,273	21,338

Majority for  
Majorité pour } Hugh Alexander Stewart, 1,944.



## LINCOLN

Population—1921, 48,625

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour				
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. James Dew Chaplin	Terence Myles McCarron	Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
NIAGARA TOWN (VILLE)							
East Ward (Quartier Est).....	1	R	85	64	.....	149	239
Centre Ward (Quartier Centre)...	2	R	117	71	.....	188	307
West Ward (Quartier Ouest).....	3	R	120	95	2	217	284
Niagara Township.....	4A	R	75	42	.....	117	215
".....	4B	R	70	44	.....	114	197
".....	5A	R	102	52	1	155	225
".....	5B	R	70	38	.....	114	173
".....	6A	R	69	19	1	89	189
".....	6B	R	56	25	.....	81	135
".....	7	R	107	27	1	135	236
Grantham.....	8A	R	73	57	2	132	218
".....	8B	R	83	47	.....	130	235
".....	9	R	85	41	.....	126	192
".....	10A	R	63	42	.....	105	183
".....	10B	R	41	31	.....	72	154
".....	11A	R	72	36	.....	108	175
".....	11B	R	57	38	.....	95	193
".....	12	R	118	14	.....	132	217
".....	13A	R	87	35	1	123	182
".....	13B	R	88	35	3	106	205
".....	14A	R	131	33	.....	164	246
".....	14B	R	144	27	.....	171	230
Merritton.....	15A	R	93	52	.....	145	184
".....	15B	R	80	56	2	138	198
".....	16A	R	136	22	.....	158	224
".....	16B	R	138	34	.....	172	214
".....	17A	R	218	38	1	257	349
".....	17B	R	154	45	1	200	271
Port Dalhousie.....	18A	R	127	68	.....	195	301
".....	18B	R	119	58	.....	177	287
".....	19A	R	94	83	.....	177	287
".....	19B	R	70	79	.....	149	213
St. CATHARINES CITY (CITÉ)							
St. Andrew's Ward (Quartier)...	20A	U	101	38	.....	139	257
".....	20B	U	69	55	3	127	216
".....	21A	U	103	36	.....	139	237
".....	21B	U	71	45	.....	116	212
".....	22A	U	80	26	.....	106	203
".....	22B	U	56	30	2	88	193
".....	23A	U	40	35	.....	75	164
".....	23B	U	57	21	.....	78	158
".....	24A	U	68	34	2	104	214
".....	24B	U	69	33	.....	102	183
".....	25A	U	89	48	1	138	243
".....	25B	U	99	48	.....	147	266
".....	26A	U	129	24	.....	153	244
".....	26B	U	103	48	.....	151	260
St. Georges Ward (Quartier)...	27A	U	85	29	.....	114	230
".....	27B	U	68	38	.....	106	196
".....	28A	U	96	52	1	149	259
".....	28B	U	90	66	1	157	264
".....	29A	U	99	52	.....	151	242
".....	29B	U	89	59	.....	148	238
".....	30A	U	91	62	.....	153	250
".....	30B	U	70	34	.....	104	199
".....	31A	U	112	57	.....	169	265
".....	31B	U	93	43	.....	136	248
".....	32A	U	115	31	1	147	232
".....	32B	U	82	35	.....	117	169
".....	33A	U	113	23	.....	136	232

**LINCOLN—Con.**

Polling Divisions Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. James Dew Chaplin	Terence Myles McCarroll			
ST. CATHARINES CITY (CITÉ)							
St. Georges Ward (Quartier)	33B	U	88	33		121	210
“ “ “	34A	U	92	22		114	206
“ “ “	34B	U	79	19		98	201
St. Patrick's Ward (Quartier)	35A	U	105	39		144	235
“ “ “	35B	U	96	40		136	236
“ “ “	36A	U	149	36		185	287
“ “ “	36B	U	127	29	1	157	222
“ “ “	37A	U	118	42		160	255
“ “ “	37B	U	110	34	1	145	230
“ “ “	38A	U	86	29		115	184
“ “ “	38B	U	115	19	1	135	236
“ “ “	38C	U	77	21		98	199
“ “ “	39A	U	109	26		135	265
“ “ “	39B	U	69	38		107	203
“ “ “	40A	U	110	34	1	145	235
“ “ “	40B	U	87	39		126	205
“ “ “	41A	U	87	42		129	223
“ “ “	41B	U	82	34	1	117	211
“ “ “	42A	U	65	18		83	194
“ “ “	42B	U	91	17		108	188
“ “ “	43A	U	98	49		147	268
“ “ “	43B	U	70	22		92	165
“ “ “	44A	U	108	23		131	234
“ “ “	44B	U	124	32		156	282
“ “ “	45A	U	118	32	1	151	262
“ “ “	45B	U	104	29		133	233
“ “ “	46A	U	91	28		119	214
“ “ “	46B	U	83	22		105	180
“ “ “	47A	U	82	32	1	115	238
“ “ “	47B	U	81	31		112	221
“ “ “	48A	U	82	24		106	227
“ “ “	48B	U	88	24		112	212
Louth	49A	R	33	20		62	170
“ “ “	49B	R	29	40		69	161
“ “ “	50A	R	75	26		101	176
“ “ “	50B	R	69	31		100	165
“ “ “	51A	R	82	37	1	120	243
“ “ “	51B	R	97	35		132	195
“ “ “	52	R	86	33		119	227
“ “ “	53A	R	52	35		87	214
“ “ “	53B	R	42	40		82	169
Clinton	54A	R	96	15		111	258
“ “ “	54B	R	105	32		137	288
“ “ “	55A	R	23	44	1	68	151
“ “ “	55B	R	28	50		78	307
“ “ “	56	R	39	43		82	208
“ “ “	57A	R	99	29		128	290
“ “ “	57B	R	122	27	2	151	290
Beamville	58A	R	75	41		116	199
“ “ “	58B	R	83	32	1	116	201
“ “ “	59A	R	88	25		113	200
“ “ “	59B	R	74	26		100	160
North Grimsby, Township	60A	R	116	39		155	256
“ “ “	60B	R	79	22		101	211
“ “ “	61	R	126	18		144	288
“ “ “	62	R	52	12		64	136
“ “ “	63	R	32	29		61	131
“ “ “	64	R	44	29		73	187
Grimsby Town (Ville)	65A	R	54	14		68	181
“ “ “	65B	R	51	18		69	159
“ “ “	66A	R	90	31		121	242
“ “ “	66B	R	55	26	2	83	208
“ “ “	67A	R	101	46	1	148	296
“ “ “	67B	R	99	40	1	140	282



## LINCOLN—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. James Dew Chaplin	Terence Myles McCarron			
South Grimsby, Township.....	68A	R	54	107	.....	161	252
“ “ .....	68B	R	68	98	.....	166	237
“ “ .....	69	R	36	85	.....	121	227
“ “ .....	70	R	34	60	.....	94	215
Gainsborough.....	71	R	90	77	.....	167	260
“ .....	72	R	26	117	.....	143	200
“ .....	73	R	21	40	.....	61	157
“ .....	74	R	47	68	1	116	192
“ .....	75	R	26	53	.....	79	132
“ .....	76	R	18	56	.....	74	128
“ .....	77	R	26	60	.....	86	161
Caistor.....	78	R	35	46	.....	81	149
“ .....	79	R	23	64	2	89	183
“ .....	80	R	60	21	.....	81	176
“ .....	81	R	59	48	.....	107	160
“ .....	82	R	20	52	.....	72	85
Totals—Totaux.....	139	.....	11,475	5,555	45	17,075	30,165

Majority for } Honourable James Dew Chaplin, 5,920.  
Majorité pour }

LONDON.

Population—1921, 53,838

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William John Stevenson	John Franklin White			
London, City (Cité), Advance (Provisoire)		U	168	119		287	
London, City (Cité)	1	U	41	52	2	95	165
"	2-3-4	U	87	75		162	282
"	5-6	U	59	47		106	216
"	7	U	95	64		159	234
"	8	U	148	63		211	278
"	A-L	U	30	55		85	321
"	M-Z	U	42	51		93	
"	10	U	80	68	3	151	257
"	11	U	77	69		146	214
"	12	U	98	63	1	162	219
"	13	U	108	84	2	194	277
"	A-L	U	36	79		115	308
"	M-Z	U	49	53		102	
"	15	U	96	104	2	202	284
"	16	U	92	100		192	250
"	A-L	U	58	74		132	395
"	M-Z	U	56	86		142	
"	18	U	78	105	1	184	274
"	19	U	97	117	1	215	284
"	20	U	89	118		207	273
"	21	U	122	92		214	305
"	22	U	107	78	1	186	277
"	A-L	U	64	69	1	134	320
"	M-Z	U	50	62	1	113	
"	24	U	97	82		179	303
"	25	U	87	103		190	314
"	26	U	69	97		166	292
"	27	U	83	99		182	294
"	28	U	90	72		162	228
"	29	U	111	100	1	212	317
"	30	U	75	93		168	240
"	31	U	85	108		193	301
"	A-L	U	62	89		151	309
"	M-Z	U	53	71	1	125	
"	33	U	81	115		196	274
"	34	U	89	116		205	257
"	A-L	U	56	79		135	347
"	M-Z	U	53	52		105	
"	A-L	U	40	60		100	336
"	M-Z	U	61	61		122	
"	37	U	56	53		109	180
"	38	U	58	21	1	80	168
"	39	U	64	41	1	106	178
"	40	U	68	56		124	185
"	A-L	U	53	38		91	372
"	M-Z	U	60	45	1	106	
"	A-L	U	58	45		103	426
"	M-Z	U	63	73	1	137	
"	43	U	106	71	2	179	278
"	A-L	U	56	56		112	344
"	M-Z	U	66	47		113	
"	45	U	99	91		190	309
"	46	U	93	87		180	264
"	A-L	U	73	43		116	342
"	M-Z	U	53	65	1	119	
"	48	U	91	122		213	303
"	A-L	U	75	59	2	136	335
"	M-Z	U	78	48	3	129	
"	A-L	U	52	82		134	380
"	M-Z	U	49	56		105	
"	51	U	53	52		105	167
"	52	U	65	107	1	173	287
"	53	U	79	118		197	298



## LONDON—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William John Stevenson	John Franklin White			
London, City (Cité)	54	U	82	94		176	311
" "	55	U	79	109		188	293
" "	56	U	71	106		177	269
" "	57	U	71	105	2	178	280
" " A-L	58	U	56	65		121	
" " M-Z	58	U	41	40		81	323
" " A-L	59	U	41	71		112	
" " M-Z	59	U	39	49		88	328
" " A-L	60	U	50	66		116	
" " M-Z	60	U	30	49		79	365
" " A-L	61	U	56	63		119	
" " M-Z	61	U	62	41		103	366
" " A-L	62	U	64	63	1	128	
" " M-Z	62	U	41	58		99	356
" " "	63	U	116	75	2	193	314
" " "	64	U	72	86		158	256
" " A-L	65	U	69	57	8	134	
" " M-Z	65	U	67	49		116	371
" " "	66	U	101	78		179	253
" " "	67	U	73	82		155	244
" " "	68	U	108	90		198	281
" " "	72	U	91	90	1	182	280
" " A-L	73	U	69	90		159	262
" " M-Z	74	U	51	59		110	
" " "	74	U	67	43		110	324
" " "	75	U	75	79	1	155	267
" " "	76	U	85	109	1	195	279
" " A-L	77	U	61	63	2	126	
" " M-Z	77	U	45	54	2	101	336
" " "	78	U	102	106	2	210	298
" " "	79	U	78	105		183	272
" " "	80	U	84	93		177	301
" " "	81	U	101	93		194	304
" " "	82	U	84	101	1	186	273
" " "	83	U	89	91	2	182	276
" " "	84	U	96	119		215	307
" " A-L	85	U	50	50		100	
" " M-Z	85	U	44	38		82	324
" " "	86	U	85	79	1	165	266
" " "	87	U	75	91	3	169	209
" " "	88	U	121	81		202	286
" " "	89	U	97	101		198	290
" " "	90	U	81	137	1	219	304
" " "	91	U	77	108	5	190	305
" " "	99	U	44	62		106	184
" " A-L	100	U	66	51	1	118	
" " M-Z	100	U	68	50		118	380
" " A-L	101	U	56	68		124	
" " M-Z	101	U	45	38	1	84	450
" " A-L	102	U	50	41	1	92	
" " M-Z	102	U	59	63	1	123	365
" " "	103	U	88	69	1	158	246
" " "	104	U	91	99	1	191	309
" " A-L	105	U	64	80		144	
" " M-Z	105	U	65	62		127	407
" " "	106	U	104	73		177	266
" " "	107	U	90	93		183	305
" " "	108	U	77	79		156	242
" " A-L	109	U	54	64	1	119	
" " M-Z	109	U	51	34	1	86	342
" " A-L	110	U	50	67		117	
" " M-Z	110	U	55	67		122	363
" " "	111	U	102	108		210	317
" " A-L	112	U	34	81		115	
" " M-Z	112	U	50	54		104	344

LONDON—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	William John Stevenson	John Franklin White	Bulletins rejetés	Vote total	Electeurs sur la liste
London, City (Cité).....A-L	113	U	42	75	1	118	363
“ “.....M-Z	113	U	36	62	6	104	
“ “.....114		U	68	77		145	226
“ “.....A-L	115	U	64	50		114	327
“ “.....M-Z	115	U	55	50	1	106	
“ “.....116		U	85	102		187	315
“ “.....117		U	96	103	1	200	316
“ “.....118		U	92	111		203	308
“ “.....119		U	74	117		191	305
“ “.....A-L	120	U	89	64		133	354
“ “.....M-Z	120	U	46	40		86	
“ “.....121		U	85	113		198	273
“ “.....122		U	106	90		196	304
“ “.....123		U	74	104		178	295
“ “.....124		U	68	127		195	293
“ “.....A-L	125	U	44	67		111	408
“ “.....M-Z	125	U	56	66		122	
“ “.....A-L	126	U	55	56	2	113	320
“ “.....M-Z	126	U	60	49		109	
“ “.....A-L	127	U	43	72		115	325
“ “.....M-Z	127	U	59	59		118	
“ “.....128		U	91	104		195	317
“ “.....129		U	82	123		205	303
“ “.....A-L	130	U	55	70		125	331
“ “.....M-Z	130	U	53	59		112	
“ “.....A-L	131	U	61	78		139	361
“ “.....M-Z	131	U	33	79	1	113	
“ “.....132		U	80	94		174	258
“ “.....133		U	67	128		195	279
“ “.....A-L	134	U	63	76		139	326
“ “.....M-Z	134	U	44	41	1	86	
“ “.....135		U	51	44		95	156
Totals—Totaux.....	161	.....	11,404	12,249	86	23,739	36,197

Majority for } John Franklin White, 845.  
Majorité pour }



## MIDDLESEX EAST (EST)

Population—1921, 27,994

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Willard Free- born	Adam King Hod- gins	Cecil Clark- son Ross			
Biddulph.....	1	R	39	93	25		157	197
".....	2	R	57	55	26		138	193
".....	3	R	36	40	8		84	181
".....	4	R	32	35	71	1	139	200
".....	5A	R	37	84	19		140	195
".....	5B	R	43	72	19		134	169
Dorchester.....	1	R	49	18	9		76	131
".....	2	R	39	36	7		82	104
".....	3A	R	43	61	15		119	153
".....	3B	R	60	46	14		120	158
".....	4	R	35	49	9		93	174
".....	5	R	49	60	24		133	253
".....	6	R	65	34	43		142	204
".....	7	R	69	66	22		157	236
".....	8	R	76	86	3		165	212
".....	9	R	69	51	27		147	219
London (Annex).....	69	U	9	70	28	1	108	206
".....	70	U	14	73	38		125	224
".....	71A	U	19	69	25		113	191
".....	71B	U	10	70	16		96	185
".....	136A	U	2	106	29	1	138	246
".....	136B	U	10	97	27		134	265
".....	137A	U	7	88	41		136	284
".....	137B	U	8	81	49		138	270
".....	92A	U	5	104	28	1	138	203
".....	92B	U	11	86	39		136	197
".....	93	U	23	114	31	5	173	292
".....	94A	U	5	65	15		85	165
".....	94B	U	1	68	18	1	88	192
".....	95A	U	2	45	28		75	148
".....	95B	U	1	59	19		79	167
".....	96	U	2	113	42	1	158	281
".....	97A	U	7	79	27		113	209
".....	97B	U	4	52	31		87	166
".....	98A	U	5	77	32		114	220
".....	98B	U	8	81	31		118	219
Advance (Provisoire).....	1	U	0	2	1		3	
London Township.....	1	R	19	74	26	1	120	187
".....	1A	R	4	63	17		84	127
".....	1B	R	2	41	21	1	65	100
".....	2	R	36	63	104		203	288
".....	3	R	54	39	24		117	178
".....	4A	R	84	38	33		155	187
".....	4B	R	72	33	34		139	159
".....	5	R	50	84	51		185	231
".....	6	R	44	80	10		134	198
".....	7A	R	21	63	18	1	103	213
".....	7B	R	7	64	15		86	161
".....	8	R	24	47	18		89	171
".....	9	R	37	78	4		119	182
".....	10	R	79	96	5		180	240
".....	11	R	55	60	21		136	176
".....	12	R	47	55	3		105	155
".....	13	R	67	76	25		168	250
".....	14	R	108	42	16		166	260
".....	15	R	23	98	54		175	326
".....	16	R	17	35	30		82	139
".....	17A	R	9	86	42		137	214
".....	17B	R	7	75	36		118	200
".....	18	R	7	59	23	3	102	206
Lucan.....	1	R	20	137	16		173	265
".....	2	R	9	113	31		153	270
Nissouri West (Ouest).....	1	R	27	52	15		94	186
".....	2A	R	15	83	24		122	183
".....	2B	R	21	48	21		90	147

MIDDLESEX EAST (EST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Willard Free- born	Adam King Hod- gins	Cecil Clark- son Ross			
Nissouri West (Ouest).....	3	R	59	96	11	.....	166	197
“ “.....	4	R	44	30	7	.....	81	120
“ “.....	5	R	49	13	4	.....	66	104
“ “.....	6	R	43	33	39	.....	115	165
“ “.....	7	R	52	26	25	.....	103	169
“ “.....	8	R	73	17	18	.....	108	172
Westminster.....	1	R	56	68	63	.....	187	253
“ “.....	2	R	126	38	47	1	212	305
“ “.....	3	R	33	40	33	.....	106	176
“ “.....	4	R	53	55	35	.....	143	208
“ “.....	5	R	47	30	24	.....	101	169
“ “.....	6A	R	15	77	55	.....	147	203
“ “.....	6B	R	15	89	49	5	158	220
“ “.....	7A	R	62	59	30	.....	151	226
“ “.....	7B	R	68	66	25	1	160	220
“ “.....	8	R	82	50	16	.....	148	251
“ “.....	9	R	37	58	51	.....	146	251
“ “.....	10A	R	5	109	43	.....	157	243
“ “.....	10B	R	12	113	39	.....	164	234
“ “.....	11A	R	31	50	120	1	202	332
“ “.....	11B	R	9	93	38	.....	140	181
“ “.....	11C	R	7	66	33	.....	106	162
“ “.....	12	R	5	48	28	.....	81	109
Totals—Totaux.....	88	.....	2,897	5,701	2,506	25	11,129	17,578

Majority for } Adam King Hodgins over (sur) { John Willard Freeborn, 2,804.  
Majorité pour } { Cecil Clarkson Ross, 3,195.



## MIDDLESEX WEST (OUEST)

Population—1921, 25,033

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alfred Edwin Aldred	Hon. John Campbell Elliott			
Adelaide.....	1	R	27	101		128	173
".....	2	R	26	14		40	78
".....	3	R	84	74		158	203
".....	4	R	46	129		175	240
".....	5	R	24	36		60	201
".....	6	R	43	29	1	73	81
".....	7	R	18	34		52	88
Ailsa Craig.....	1A	R	61	67		128	346
".....	1B	R	41	110		151	
Caradoc.....	1A	R	55	71		126	311
".....	1B	R	49	70		119	
".....	2	R	44	107		151	238
".....	3A	R	51	112		163	450
".....	3B	R	40	96		136	
".....	4	R	33	143		176	280
".....	5	R	26	84		110	196
".....	6	R	36	76		112	232
".....	7	R	37	125		162	245
".....	8	R	4	21		25	78
Delaware.....	1	R	44	109		153	196
".....	2	R	107	103	1	211	261
".....	3	R	46	56		102	159
".....	4	R	39	49		88	125
Ekfrid.....	1	R	16	62		78	125
".....	2	R	33	78		111	145
".....	3	R	72	106		178	239
".....	4	R	14	95		109	151
".....	5	R	14	53		67	146
".....	6	R	105	103		208	279
".....	7	R	30	83		113	139
Glencoe.....	1	R	127	101	2	230	264
".....	2	R	115	106		221	264
Lobo.....	1	R	65	105		170	244
".....	2A	R	66	53		119	350
".....	2B	R	60	91	1	152	
".....	3	R	45	154		199	270
".....	4	R	25	151	1	177	280
".....	5	R	39	117	1	157	239
Metcalfe.....	1	R	26	30		56	80
".....	2	R	28	30		58	82
".....	3	R	20	33		53	87
".....	4	R	31	56		87	100
".....	5	R	22	34		56	92
".....	6	R	25	22		47	82
".....	7	R	39	21	2	62	80
".....	8	R	26	22	1	49	70
McGillivray.....	1	R	61	51		112	169
".....	2	R	60	78		138	204
".....	3	R	79	53	1	133	207
".....	4	R	30	69		99	144
".....	5	R	57	80		137	225
".....	6	R	38	88		126	176
".....	7	R	67	61		128	198
Mosa.....	1	R	22	33	1	56	72
".....	2	R	45	45		90	121
".....	3	R	16	60		82	105
".....	4	R	57	53		110	162
".....	5	R	92	72		164	214
".....	6	R	25	19		44	80
".....	7	R	39	45	1	85	128
".....	8	R	20	54		74	112
Newbury.....	1	R	48	75		123	156
Parkhill.....	1	R	71	79		150	214
".....	2	R	78	73		151	194
".....	3	R	100	116		225	276

MIDDLESEX WEST (OUEST)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alfred Edwin Aldred	Hon. John Campbell Elliott			
Strathroy.....	1A	R	60	75		135	307
“.....	1B	R	62	83	1	146	
“.....	2	R	61	104		165	191
“.....	3A	R	61	76		137	340
“.....	3B	R	81	64		145	
“.....	4A	R	64	62		126	321
“.....	4B	R	58	61		119	
“.....	5A	R	48	85		133	318
“.....	5B	R	51	76		127	
“.....	6A	R	78	54		132	318
“.....	6B	R	60	66		126	
East Williams.....	1	R	44	97		141	211
“.....	2	R	29	95		125	204
“.....	3	R	56	106		162	252
West Williams.....	1	R	29	28		57	76
“.....	2	R	34	69		103	155
“.....	3	R	53	95		148	201
“.....	4	R	78	93		171	219
Wardsville.....	1	R	41	65		106	142
Totals—Totaux.....	84	.....	4,086	6,187	14	10,287	14,490

Majority for } Honourable John Campbell Elliott, 2,101.  
Majorité pour }



## MUSKOKA-ONTARIO

Population—1921, 34,859

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	John Benjamin Johnston	Peter McGibbon	Bulletins rejetés	Vote total	Electeurs sur la liste
Bala.....	1	R	24	152	.....	176	240
Beaverton.....	2	R	54	102	.....	156	187
“.....	3	R	60	107	.....	167	210
“.....	4	R	59	119	.....	178	243
Bracebridge.....	5	R	12	82	2	96	130
“.....	6	R	21	97	.....	118	143
“.....	7	R	56	137	.....	193	235
“.....	8	R	52	96	1	149	181
“.....	9	R	44	129	.....	173	240
“.....	10	R	30	83	.....	113	159
“.....	11	R	18	119	.....	137	188
“.....	12	R	12	93	.....	105	151
Brock.....	13	R	56	73	.....	129	190
“.....	14	R	52	158	.....	210	231
“.....	15	R	28	166	.....	194	248
“.....	16	R	68	118	.....	186	232
“.....	17	R	103	84	2	189	254
“.....	18	R	73	28	.....	101	134
“.....	19	R	37	99	.....	136	176
“.....	20	R	22	63	.....	85	122
“.....	21	R	60	25	.....	85	110
“.....	22	R	46	51	.....	97	158
Brunel.....	23	R	22	64	.....	86	127
“.....	24	R	30	71	.....	101	179
Cannington.....	25	R	43	85	2	130	162
“.....	25A	R	57	94	.....	151	172
“.....	26	R	96	129	.....	225	274
Cardwell.....	27	R	36	53	.....	89	116
“.....	28	R	11	11	1	21	29
Chaffey.....	29	R	22	87	.....	109	205
“.....	30	R	32	90	.....	122	234
“.....	31	R	15	40	.....	55	106
Draper.....	32	R	6	32	.....	38	66
“.....	33	R	19	30	.....	49	81
“.....	33A	R	19	8	.....	27	44
“.....	34	R	36	54	.....	90	127
Freeman.....	35	R	55	159	1	215	345
“.....	36	R	1	3	.....	4	14
Gravenhurst.....	37	R	73	131	1	205	309
“.....	38	R	52	136	1	189	249
“.....	39	R	35	102	1	138	203
“.....	40	R	21	116	.....	137	184
“.....	41	R	6	32	.....	38	49
“.....	42	R	8	57	.....	65	96
Huntsville.....	43	R	58	96	1	155	293
“.....	44	R	75	90	.....	165	297
“.....	45	R	44	112	.....	156	315
“.....	46	R	48	101	.....	149	270
“.....	47	R	50	89	.....	139	275
“.....	48	R	34	120	3	157	295
Macaulay.....	49	R	17	39	2	58	88
“.....	50	R	37	29	.....	66	91
“.....	50A	R	33	62	.....	95	122
Mara.....	51	R	113	49	.....	162	192
“.....	52	R	166	51	.....	217	257
“.....	53	R	106	34	.....	140	197
“.....	54	R	64	22	2	88	122
“.....	55	R	53	57	2	112	144
“.....	56	R	133	47	1	181	205
“.....	57	R	76	52	.....	128	171
“.....	58	R	42	37	1	80	96
“.....	59	R	20	54	.....	74	83
McLean.....	60	R	53	116	.....	169	240
Medora and Wood.....	61	R	18	50	.....	68	121
“.....	62	R	17	38	.....	55	64

## MUSKOKA-ONTARIO—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Benjamin Johnston	Peter McGibbon			
Medora and Wood.....	63	R	43	19		62	114
“.....	64	R	15	34		49	65
“.....	65	R	5	24		29	60
Wood.....	66	R	19	24		43	76
“.....	67	R	10	33		43	87
“.....	68	R	1	30		31	59
Monck.....	69	R	36	41		77	107
“.....	70	R	25	15		40	57
“.....	71	R	30	78		108	172
“.....	72	R	49	117		166	208
“.....	73	R	15	31		46	71
Morrison.....	74	R	24	111		135	192
“.....	75	R	26	94		120	193
Muskoka.....	76	R	14	28		42	85
“.....	77	R	10	39		49	72
“.....	78	R	38	83		121	151
“.....	79	R	9	73		82	113
“.....	80	R	33	44		77	124
Oakley.....	81	R	4	29		33	52
“.....	82	R	9	38		47	65
Port Carling.....	83	R	20	93		113	149
“.....	84	R	22	68		90	118
Ridout.....	85	R	13	38		51	70
“.....	86	R	7	25		32	53
Ryde.....	87	R	10	60		70	103
“.....	88	R	13	45		58	92
Rama.....	89	R	39	19		58	103
“.....	90	R	50	29		79	118
“.....	91	R	51	14		65	83
“.....	92	R	30	48		78	89
“.....	93	R	14	17		31	48
“.....	94	R	71	93		164	183
Stephenson.....	95	R	44	33	1	78	116
“.....	96	R	32	61		93	138
“.....	97	R	59	54		113	164
“.....	98	R	58	61		119	155
Stisted.....	99	R	18	35	1	54	90
“.....	100	R	9	26	1	36	99
“.....	101	R	12	27		39	74
Scott.....	102	R	115	50		165	200
“.....	103	R	43	71		114	148
“.....	104	R	38	65		103	122
“.....	105	R	75	55		130	171
“.....	106	R	67	51		118	178
“.....	107	R	82	73		155	185
“.....	108	R	78	31		109	135
Tharah.....	109	R	42	28	1	71	82
“.....	110	R	46	43		89	125
“.....	111	R	43	68	1	112	144
“.....	112	R	24	43		67	105
“.....	113	R	8	25		28	37
“.....	114	R	62	96		158	213
Uxbridge Township.....	115	R	53	47	1	101	162
“.....	116	R	37	45		82	140
“.....	117	R	63	67	1	131	196
“.....	118	R	85	84	1	170	227
“.....	119	R	26	19		45	77
“.....	120	R	57	56		113	161
“.....	121	R	118	97		215	269
“.....	122	R	32	62	1	95	137
Uxbridge Town (Ville).....	123	R	45	77		122	159
“.....	124	R	60	71		131	163
“.....	125	R	80	143	3	226	278
“.....	126	R	66	86		152	187
“.....	127	R	69	74		143	185



## MUSKOKA-ONTARIO—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Benjamin Johnston	Peter McGibbon			
Watt.....	128	R	46	71		117	158
".....	129	R	37	27		64	94
".....	130	R	8	38		46	83
".....	131	R	18	12		30	51
Windermere.....	132	R	24	24		48	60
Baxter.....	133	R	70	27		97	130
".....	134	R	21	23		44	129
Franklin.....	135	R	21	61		82	118
".....	136	R	6	70		76	139
".....	137	R	21	61		82	118
Gibson.....	138	R	2	18		20	100
".....	138A	R	0	6		6	27
Sinclair.....	139	R	16	17		33	58
MacTier Advance (Provisoire).....	140	R	34	16		50	
Totals—Totaux.....	144	.....	5,757	9,039	36	14,832	21,099

Majority for  
Majorité pour } Peter McGibbon, 3,282.

## NIPISSING

Population—1921, 49,965

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Alfred Laberge	Edmond Anthony Lapierre			
Advance (Provisoire)—							
North Bay.....	1	U	123	80		203	
Sudbury.....	2	U	34	24		58	
Mattawa.....	3	R	1	2		3	
North Bay City (Cité).....	1A	U	83	57		140	229
" ".....	1B	U	93	100	2	195	280
" ".....	2A	U	96	83	1	180	271
" ".....	2B	U	117	81	1	199	298
" ".....	3A	U	67	78	2	147	240
" ".....	3B	U	56	70	2	128	202
" ".....	3C	U	89	83		172	363
" ".....	4A	U	108	73	1	182	325
" ".....	4B	U	87	77		164	265
" ".....	5A	U	83	74	4	161	256
" ".....	5B	U	58	68		126	239
" ".....	6A	U	69	95		164	277
" ".....	6B	U	75	70		145	233
" ".....	6C	U	62	79		141	210
" ".....	7A	U	109	82	3	194	289
" ".....	7B	U	135	70		205	291
" ".....	8A	U	98	51		149	224
" ".....	8B	U	82	50		132	195
" ".....	8C	U	83	51		134	200
" ".....	9A	U	79	78	2	159	240
" ".....	9B	U	74	45	1	120	196
" ".....	9C	U	76	56		132	220
" ".....	10A	U	103	67	1	171	262
" ".....	10B	U	120	73		193	262
" ".....	10C	U	103	59	1	163	242
" ".....	11A	U	67	72	1	140	202
" ".....	11B	U	97	79		176	248
" ".....	11C	U	101	67	1	169	256
" ".....	12A	U	90	87	2	179	252
" ".....	12B	U	87	75	3	165	261
" ".....	13A	U	109	56		165	232
" ".....	13B	U	79	88	2	169	266
Sudbury Town (Ville)—							
McCormick Ward (Quartier).....	14	U	97	86		183	289
" ".....	15	U	72	81	3	156	249
" ".....	16	U	125	57	1	183	276
" ".....	17	U	90	83	1	174	276
" ".....	18	U	82	86	1	169	241
" ".....	19	U	87	81		168	261
" ".....	20	U	96	30	1	127	191
Ryan Ward (Quartier).....	21	U	93	45	1	139	245
" ".....	22	U	86	75		161	302
" ".....	23	U	78	88		166	277
" ".....	24	U	55	75		130	202
" ".....	24A	U	81	44	1	126	208
" ".....	25	U	62	80	4	146	239
" ".....	26	U	68	62	2	132	238
" ".....	27	U	59	53	2	114	189
Fournier Ward (Quartier).....	28	U	3	143	5	156	280
" ".....	29	U	23	126		149	226
" ".....	30	U	33	131	4	168	261
" ".....	31	U	21	136		157	265
" ".....	32	U	41	110	2	153	260
" ".....	33	U	27	148		175	220
" ".....	34	U	22	168		200	270
Copper Cliff.....	35	R	85	53		138	164
" ".....	36	R	86	55		141	161
" ".....	37	R	98	93	1	192	226
" ".....	38	R	92	61		153	172
" ".....	39	R	82	69	4	155	171



### NIPISSING—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Alfred Laberge	Edmond Anthony Lapierre			
Sturgeon Falls—							
Michaud Ward (Quartier)....	40	R	35	198		233	312
“ “ “.....	41	R	35	180	3	218	332
“ “ “.....	42	R	23	115		138	183
Holditch Ward (Quartier)....	43	R	101	86	1	188	255
“ “ “.....	44	R	103	127	1	231	293
“ “ “.....	45	R	66	65	1	132	195
“ “ “.....	46	R	60	86		146	179
Cockburn Ward (Quartier)....	47	R	92	131		223	328
“ “ “.....	48	R	68	116		184	248
Cache Bay Town (Ville).....	49	R	96	183	9	288	336
“ “ “.....	50	R	109	150	1	260	305
Mattawa Town (Ville)—							
Rankin Ward (Quartier)....	51	R	34	134		168	303
Timmins Ward (Quartier)....	52	R	28	116		144	209
“ “ “.....	53	R	37	89		126	186
Taggart Ward (Quartier)....	54	R	61	113		174	265
Bonfield Town (Ville).....	55	R	24	119		143	189
Widdifield Township S-D 1.....	56	R	106	38		144	231
“ “ “.....	57	R	30	97		127	148
“ “ “.....	58	R	58	21		79	117
“ “ “.....	59	R	38	17		55	73
Mulock & Merrick Township...	60	R	20	37		57	87
Widdifield Township.....	61	R	35	13		48	83
Phelps “.....	62	R	59	11		70	122
West Ferris Township S-D 1.....	63	R	28	21		49	74
“ (Govt. Road							
“ Camp.).....	64	R	37	9	2	48	66
“ S-D 2.....	65	R	103	38		141	181
East Ferris Township S-D 1.....	66	R	48	189	1	238	289
“ “ “.....	67	R	31	70		101	129
“ “ “.....	68	R	30	53		83	97
Bonfield Township S-D 1.....	69	R	43	125		168	245
“ “ “.....	70	R	74	54		128	181
“ “ “.....	71	R	32	60		92	116
Chisholm Township S-D 1.....	72	R	110	74	1	185	256
“ “ “.....	73	R	33	94		127	164
“ “ “.....	74	R	34	85		119	140
Foss Mill Township.....	75	R	31	21		52	70
Calvin “.....	76	R	132	75		207	258
Lauder “.....	77	R	9	1		10	13
Mattawan Township.....	78	R	38	50		88	114
Papineau Township.....	79	R	63	64	1	127	179
“ “ “.....	80	R	22	41		63	120
Boulter “.....	81	R	2	11		13	20
“ “ “.....	82	R	14	6		20	36
Pentland “.....	83	R	12	24		36	55
Boyd and Lister Townships....	84	R	10	17		27	47
McCraney and Part Hunter							
Township.....	85	R	19	4		23	47
Part of Hunter and Peck Twps.	86	R	29	2		31	57
Canisby and Sproule Townships	87	R	15	5		20	25
Springer Township S-D 1.....	88	R	60	155	9	224	280
“ “ “.....	89	R	60	94	1	155	199
“ “ “.....	90	R	29	146	2	177	194
Grant and N. Half Pedlay Twp.	91	R	15	99		114	164
Field and Part Badgerow Twp.	92	R	20	200	3	223	251
“ “ “.....	93	R	22	117		139	170
Part Gibbons and Badgerow							
Township.....	94	R	38	72	1	111	139
N. Part Hugel and Part Crerar							
and Gibbons Townships.....	95	R	46	113		159	201
Part Caldwell Township.....	96	R	6	173		179	210
“ “ “.....	97	R	9	131		140	182
“ “ “.....	98	R	12	155		167	202
“ “ “.....	99	R	18	32		50	68

### NIPISSING—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Alfred Laberge  C	Edmond Anthony Lapierre  L			
Part Kirkpatrick, McPherson and Caldwell Townships.....	100	R	33	86	2	121	166
Part McPherson and Loudon Townships.....	101	R	56	55		111	132
Part Badgerow Township.....	102	R	2	30		32	53
Part Ratter and Part Dunnet Townships.....	103	R	49	97		146	174
“ “ “ “ “ “ “ “ “ “	104	R	54	58		112	137
Part Kirkpatrick Township.....	105	R	13	26		39	63
“ “ “ “ “ “ “ “ “ “	106	R	7	19		26	28
“ “ “ “ “ “ “ “ “ “	107	R	18	30		48	75
“ “ “ “ “ “ “ “ “ “	108	R	5	19		24	27
Part Hugel (Kipling) Township	109	R	32	11		43	120
Part Hugel and Part Ratter Townships.....	110	R	48	6		54	60
Part Dunnet Township.....	111	R	20	71	4	95	105
Casimir, Jennings and Part Appleby Townships.....	112	R	46	91		137	350
“ “ “ “ “ “ “ “ “ “	113	R	52	95		147	347
Cherriman and Haddo Twps....	114	R	7	12		19	50
Falconer and Part Loudon Twps	115	R	20	6		26	36
Part Cosby Township.....	116	R	39	88	1	128	144
Martland Township.....	117	R	66	163		229	267
Scollard Township.....	118	R	15	29		44	58
Mason and Part Cosby Twps....	119	R	39	69		108	112
Part Hagar, Dunnet and Apple- by Cor. (Hagar Siding) Twps	120	R	12	17		29	33
Hagar (except Hagar siding) Township.....	121	R	114	57		171	204
Awrey and Part Appleby Twps..	122	R	26	2		28	38
Hawley Township.....	123	R	6	4	1	11	13
Dryden Township.....	124	R	72	16		88	114
Part Neelon Township.....	125	R	67	208	6	281	293
“ “ “ “ “ “ “ “ “ “	126	R	42	114	4	160	309
“ “ “ “ “ “ “ “ “ “	127	R	82	136		218	313
“ “ “ “ “ “ “ “ “ “	128	R	3	40		43	69
Part Dill (Dill Siding) Twp....	129	R	21	8		29	37
Part Dill and Cleland Twps....	130	R	16	8		24	45
Part Burwash and Secord Twps	131	R	35	14		49	62
Part Burwash, Laura and Ser- vos Townships.....	132	R	80	6		86	103
Delamere and Part Bigwood, Part Cox and Allen Twps.....	133	R	47	57		104	127
Part Bigwood, Cox and Allen Townships.....	134	R	78	23		101	139
McKim (except Frood Mine) Township.....	135	R	36	51		87	156
McKim (Frood Mine) Township	136	R	41	9		50	64
Part Broder and Dill Twps.....	137	R	28	73		101	110
Part Broder Township.....	138	R	38	37		75	82
Totals—Totaux.....	161	.....	8,963	11,587	118	20,668	29,418

**Majority for** } **Edmond Anthony Lapierre, 2,624.**  
**Majorité pour**



## NORFOLK-ELGIN.

Population—1921, 35, 937

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Lawrence Stansell	William Horace Taylor			
Aylmer.....	A-L 1	R	124	120	1	245	291
".....	M-Z 1	R	97	96		193	231
".....	A-L 2	R	136	107	2	245	308
".....	M-Z 2	R	115	98	2	215	278
".....	A-L 3	R	85	74	1	160	195
".....	M-Z 3	R	73	93	4	170	208
Bayham.....	A-L 4	R	106	103	2	211	295
".....	M-Z 4	R	114	79		193	235
".....	5	R	73	70	2	145	187
".....	6	R	72	47		119	153
".....	7	R	102	105	1	208	271
".....	8	R	146	68		214	281
".....	9	R	77	68		145	239
".....	10	R	71	25	1	97	137
".....	11	R	49	65		114	172
Charlotteville.....	12	R	152	119	1	272	359
".....	13	R	89	67		156	192
".....	14	R	73	65		138	176
".....	15	R	49	57	1	107	144
".....	16	R	54	72		126	196
".....	17	R	82	70		152	199
".....	18	R	91	74	2	167	222
".....	19	R	110	51		161	179
Delhi.....	A-L 20	R	159	86		245	289
".....	M-Z 20	R	110	85		195	220
Houghton.....	21	R	40	78		118	172
".....	22	R	53	49		102	179
".....	23	R	103	52	1	156	201
".....	24	R	79	88		167	229
Malahide.....	25	R	79	85		164	212
".....	26	R	77	71	1	149	197
".....	27	R	106	119		225	299
".....	28	R	88	124		212	286
".....	29	R	81	72		153	222
".....	A-J 30	R	60	57		117	173
".....	K-Z 30	R	68	41		109	167
".....	31	R	115	99	1	215	313
Middleton.....	32	R	86	69	1	156	225
".....	33	R	98	74		172	252
".....	34	R	189	66	1	256	328
".....	35	R	56	110	1	167	201
".....	36	R	65	60		125	147
Port Dover.....	A-L 37	R	91	69	1	161	209
".....	M-Z 37	R	77	87	1	165	219
".....	A-L 38	R	135	93	3	231	336
".....	M-Z 38	R	121	117		238	333
Advance (Provisoi- re).....		R	14	1		15	
Port Rowan.....	A-L 39	R	138	91	3	232	281
".....	M-Z 39	R	106	52	2	160	185
Simcoe.....	A-L 40	R	116	67	1	184	211
".....	M-Z 40	R	78	75		153	182
".....	A-L 41	R	94	119	4	217	288
".....	M-Z 41	R	74	67	1	142	192
".....	A-L 42	R	77	45		122	139
".....	M-Z 42	R	97	69		166	183
".....	A-L 43	R	135	107		242	298
".....	M-Z 43	R	104	67	1	172	232
".....	44	R	190	66		256	280
".....	A-L 45	R	91	79		170	195
".....	M-Z 45	R	83	50		169	208
".....	A-L 46	R	109	81		190	202
".....	M-Z 46	R	64	59	3	126	174
Springfield.....	47	R	106	69		175	244
Townsend.....	48	R	38	129	1	168	257

## NORFOLK-ELGIN—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Lawrence Stansell	William Horace Taylor			
Townsend.....	49	R	26	188		214	292
".....	50	R	43	88		131	213
".....	51	R	59	121		180	259
".....	52	R	30	148	2	180	212
".....	53	R	47	143	4	194	247
".....	54	R	58	171	2	231	311
".....	55	R	37	129		166	231
".....	56	R	29	100		129	163
Vienna.....	57	R	67	43	1	111	137
Walsingham North (Nord)....	58	R	50	57		107	134
".....	59	R	64	75		139	167
".....	60	R	127	51	1	179	212
".....	61	R	82	52		134	186
".....	62	R	88	80	2	170	219
Walsingham South (Sud).....	63	R	43	103	2	148	194
".....	64	R	82	91	2	175	201
".....	65	R	101	48		149	223
".....	66	R	42	53		95	131
".....	67	R	91	53		144	187
Waterford.....	A-L 68	R	43	57	1	101	146
".....	M-Z 68	R	75	49		124	178
".....	A-L 69	R	74	102		176	226
".....	M-Z 69	R	78	88		166	220
Windham.....	70	R	56	159		215	267
".....	71	R	86	91		177	243
".....	72	R	123	103		226	253
".....	73	R	71	194	1	266	325
".....	74	R	81	132	1	214	264
".....	75	R	84	110		194	255
".....	76	R	88	133	1	222	277
Woodhouse.....	77	R	126	116		242	314
".....	A-L 78	R	86	108		194	254
".....	M-Z 78	R	81	84		165	198
".....	79	R	98	119		217	300
".....	80	R	106	156		262	374
Totals—Totaux.....	99		8,512	8,568	67	17,147	22,326

Majority for } William Horace Taylor, 56.  
Majorité pour }



## NORTHUMBERLAND.

Population—1921, 30,512

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Alexander Fraser	Milton Edgar Maybee			
On a recount (sur un nouveau dépouillement)							
Alnwick.....	1	R	139	105	1	245	274
".....	2	R	37	52	1	90	112
".....	3	R	30	48		78	85
Brighton Township.....	1	R	79	97		176	234
".....	2	R	70	70	3	143	183
".....	2A	R	80	58	1	139	175
".....	3	R	61	104	1	166	209
".....	3A	R	34	81	2	117	142
".....	4	R	93	116		209	250
".....	5	R	109	130	2	241	316
Campbellford.....	1	R	93	69		162	173
".....	1A	R	54	35	1	140	168
".....	1B	R	81	92		173	259
".....	2	R	82	77		159	201
".....	2A	R	70	77	1	148	188
".....	3	R	61	152	3	216	308
".....	3A	R	100	149		249	269
".....	4	R	69	105		174	198
".....	4A	R	73	130	2	205	236
Brighton Village.....	1	R	56	96	6	158	180
".....	1A	R	51	126	4	181	193
".....	2	R	92	176	1	269	285
".....	3	R	108	126	4	238	263
Cobourg.....	1	U	113	91		204	260
".....	1A	U	108	78	3	189	241
".....	2	U	94	120	3	217	255
".....	2A	U	76	132	1	209	265
".....	3	U	59	81	2	142	169
".....	3A	U	51	69	1	121	153
".....	4	U	100	111		211	277
".....	4A	U	77	132	2	211	252
".....	5	U	141	96	3	240	303
".....	5A	U	110	100	5	215	282
".....	6	U	79	87	5	171	201
".....	6A	U	79	81	3	163	191
".....	6B	U	80	98		178	209
Colborne.....	1	R	115	101	2	218	238
".....	1A	R	81	135	2	218	236
".....	2	R	87	62	2	151	171
Cramahe.....	1	R	89	95	2	186	227
".....	2	R	103	134	3	240	316
".....	3	R	116	112	1	229	246
".....	4	R	115	128		243	290
".....	5	R	107	62	2	171	190
".....	5A	R	76	71	2	149	168
Haldimand.....	1	R	72	88	4	164	198
".....	2	R	63	59		122	135
".....	3	R	99	43	1	143	163
".....	3A	R	100	54		154	184
".....	4	R	78	40		118	148
".....	5	R	163	40	3	206	279
".....	6	R	107	53		160	200
".....	7	R	88	51		139	180
".....	8	R	66	40		106	159
".....	9	R	86	31	1	118	138
".....	10	R	52	42	1	95	114
Hamilton Township.....	1	R	70	74		144	168
".....	2	R	84	52	1	137	162
".....	3	R	73	97	3	173	193
".....	4	R	131	64	4	199	238
".....	5	R	39	46		85	103
".....	6	R	90	122	2	220	257
".....	7	R	36	31	1	68	79
".....	8	R	86	55	3	144	163

## NORTHUMBERLAND—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Alexander Fraser	Milton Edgar Maybee			
Hamilton Township.....	9	R	86	96	1	183	200
“.....	10	R	119	104	7	230	278
Hastings.....	1	R	95	76	.....	171	208
“.....	1A	R	80	54	2	136	170
“.....	2	R	53	66	1	120	137
Murray.....	1	R	65	87	4	156	370
“.....	1A	R	65	71	3	139	370
“.....	2	R	82	95	2	179	205
“.....	2A	R	71	142	.....	213	270
“.....	3	R	80	135	1	216	461
“.....	3A	R	66	91	2	159	
“.....	4	R	93	95	4	192	219
“.....	4A	R	76	65	3	144	167
Percy.....	1	R	79	67	2	148	170
“.....	1A	R	94	71	1	166	179
“.....	2	R	76	117	.....	193	218
“.....	2A	R	84	115	3	202	230
“.....	3	R	90	130	2	222	267
“.....	4	R	78	42	.....	120	135
“.....	5	R	106	80	.....	186	253
“.....	6	R	60	26	4	90	100
Seymour.....	1	R	127	102	.....	229	272
“.....	2	R	84	110	1	195	215
“.....	3	R	111	131	1	243	294
“.....	4	R	132	73	9	214	263
“.....	5	R	95	73	5	173	219
“.....	6	R	37	74	.....	111	132
“.....	7	R	38	60	1	99	99
“.....	8	R	38	86	.....	124	165
Totals—Totaux.....	93	.....	7,727	8,113	160	16,000	19,568

Majority for  
Majorité pour } Milton Edgar Maybee, 386.



## ONTARIO.

Population—1921, 31,074

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Erllin Kaiser	William Henry Moore			
On a recount (sur un nouveau dépouillement)							
Oshawa City (Cité).....	A-L	1	U	126	92	218	304
“ “.....	M-Z	1	U	93	51	144	209
“ “.....	A-G	2	U	123	59	182	269
“ “.....	H-P	2	U	133	56	189	269
“ “.....	Q-Z	2	U	108	47	155	200
“ “.....	A-G	3	U	125	76	201	260
“ “.....	H-P	3	U	135	60	195	253
“ “.....	Q-Z	3	U	105	72	177	207
“ “.....	A-G	4	U	131	84	217	291
“ “.....	H-M	4	U	128	80	208	282
“ “.....	N-Z	4	U	91	54	145	224
“ “.....	A-D	5	U	102	74	176	255
“ “.....	E-L	5	U	125	71	196	281
“ “.....	M-R	5	U	109	54	164	243
“ “.....	S-Z	5	U	90	57	148	222
“ “.....	A-G	6	U	140	78	218	323
“ “.....	H-O	6	U	123	86	209	301
“ “.....	P-Z	6	U	119	95	214	317
“ “.....	A-G	7	U	110	90	204	271
“ “.....	H-M	7	U	67	51	118	300
“ “.....	N-Z	7	U	97	51	151	224
“ “.....	A-G	8	U	106	76	182	239
“ “.....	H-M	8	U	92	51	143	225
“ “.....	N-Z	8	U	80	64	145	207
“ “.....	A-F	9	U	92	95	188	253
“ “.....	G-M	9	U	126	78	209	290
“ “.....	N-Z	9	U	157	86	243	325
“ “.....	A-F	10	U	98	84	182	255
“ “.....	G-M	10	U	125	70	197	291
“ “.....	N-Z	10	U	89	62	151	221
“ “.....	A-D	11	U	142	99	241	276
“ “.....	E-K	11	U	124	93	217	284
“ “.....	L-R	11	U	153	79	232	312
“ “.....	S-Z	11	U	112	92	208	283
“ “.....	A-F	12	U	129	68	199	270
“ “.....	G-M	12	U	107	84	191	252
“ “.....	N-Z	12	U	118	63	181	232
“ “.....	A-G	13	U	78	86	166	215
“ “.....	H-P	13	U	104	113	217	266
“ “.....	Q-Z	13	U	79	83	162	198
Whitby Town (Ville).....	A-L	1	R	110	123	233	287
“ “.....	M-Z	1	R	97	122	219	262
“ “.....	A-L	2	R	102	60	162	374
“ “.....	M-Z	2	R	72	62	134	200
“ “.....	A-L	3	R	53	78	131	181
“ “.....	M-Z	3	R	63	62	125	171
“ “.....	A-L	4	R	90	96	186	227
“ “.....	M-Z	4	R	79	94	173	237
“ “.....	A-L	5	R	138	39	177	292
“ “.....	M-Z	5	R	119	70	189	301
Port Perry.....	A-L	1	R	127	87	214	258
“ “.....	A-K	2	R	76	62	141	166
“ “.....	L-Z	2	R	67	56	123	149
“ “.....		3	R	119	110	230	283
Seabrook.....	A-L	1	R	94	124	218	241
Whitby Twp. East (Est)...	A-L	1	R	60	102	162	201
“ “.....	M-Z	1	R	40	93	133	164
“ “.....	A-L	2	R	170	105	275	300
“ “.....	M-Z	2	R	149	89	239	328
“ “.....		3	R	55	36	91	115
“ “.....	A-L	4	R	68	133	201	239
“ “.....	M-Z	4	R	51	117	168	181
“ “.....		5	R	92	133	225	273
“ “.....		6	R	83	67	150	179
Whitby Township.....		1	R	49	74	123	140

ONTARIO—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Erlin Kaiser	William Henry Moore			
Whitby Township.....	1A	R	43	79	2	124	154
“.....	2	R	117	109		226	280
“.....A-L	3	R	95	58	1	154	185
“.....M-Z	3	R	82	66		148	168
“.....	4	R	108	138		246	305
Reach.....	1	R	82	85		167	241
“.....	2	R	55	71		126	215
“.....	3	R	43	51	1	95	117
“.....	4	R	38	160		198	241
“.....	5	R	42	97		139	187
“.....	6	R	90	86		176	225
“.....	7	R	47	22		69	104
“.....	8	R	83	100		182	227
“.....	9	R	41	58		99	130
Pickering.....	1	R	28	129		157	210
“.....A-M	2	R	85	183	1	269	334
“.....M-Z	2	R	32	89		121	183
“.....	3	R	56	130		186	239
“.....	4	R	38	61	1	100	130
“.....	5	R	80	88		168	202
“.....	6	R	76	66		142	169
“.....A-M	7	R	93	78		171	267
“.....N-Z	7	R	46	45		91	122
“.....	8	R	96	137		233	298
“.....	9	R	87	45		132	200
“.....A-M	10	R	83	118	2	203	241
“.....N-Z	10	R	41	80		121	147
“.....	11	R	46	103		149	201
Totals—Totaux.....	93		8,567	7,689	41	16,297	21,770

Majority for } Thomas Erlin Kaiser, 878.  
Majorité pour }



## OTTAWA.

Population—1921, 93,740

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. John Léo Chabot	Edgar Rodolphe Eugène Chevrier	Gordon Cameron Edwards	Stewart McClenaghan					
OTTAWA, CITY (CITÉ)											
Victoria Ward (Quartier).....	1	U	13	13	13	13			52	155	
" " ".....	2	U	10	4	5	11			30	185	
" " ".....	2B	U	6	10	10	5			31	164	
" " ".....	3	U	26	11	11	27			75	229	
" " ".....	4	U	9	9	9	9			36	206	
" " ".....	5	U	4	5	6	5			20	121	
" " ".....	6	U	21	28	25	21		3	98	150	
" " ".....	7	U	41	65	65	41		1	213	211	
" " ".....	8	U	45	51	51	47			194	190	
" " ".....	9	U	47	73	68	51			239	256	
" " ".....	10	U	81	89	89	88		1	348	274	
" " ".....	11	U	43	96	84	46			269	269	
" " ".....	12	U	77	102	104	70			353	269	
" " ".....	13	U	79	83	84	75			321	282	
Dalhousie Ward (Quartier).....	26	U	56	54	54	55		1	220	177	
" " ".....	26B	U	43	59	59	45			206	191	
" " ".....	27	U	61	57	61	65			244	132	
" " ".....	27B	U	57	52	52	61			222	163	
" " ".....	28	U	79	119	114	79			391	263	
" " ".....	28B	U	49	84	82	48		1	264	212	
" " ".....	29	U	89	55	60	92			296	152	
" " ".....	30	U	103	64	63	102			332	237	
" " ".....	31	U	69	52	50	69		2	242	162	
" " ".....	31B	U	54	55	56	55			220	158	
" " ".....	32	U	125	50	52	126		1	354	280	
" " ".....	33	U	78	41	49	83			251	178	
" " ".....	34	U	84	38	38	87			247	230	
" " ".....	34B	U	87	59	59	88		1	294	233	
" " ".....	35	U	74	26	29	80			209	155	
" " ".....	35B	U	63	30	34	64		3	194	143	
" " ".....	36	U	65	54	51	64			234	183	
" " ".....	36B	U	47	55	50	51			203	157	
" " ".....	37	U	64	53	53	66			236	173	
" " ".....	37B	U	51	60	60	51			222	163	
" " ".....	38	U	103	61	59	108			331	232	
" " ".....	39	U	64	105	103	63			335	268	
" " ".....	40	U	57	56	56	58			227	146	
" " ".....	40B	U	61	55	56	60			232	163	
" " ".....	41	U	44	76	74	44			238	161	
" " ".....	41B	U	29	77	76	28			210	137	
" " ".....	42	U	47	151	152	45			395	276	
" " ".....	43	U	39	94	93	40		2	268	179	
" " ".....	43B	U	43	70	73	44		1	231	168	
" " ".....	44	U	44	57	57	44			202	170	
" " ".....	44B	U	50	56	56	50			212	136	
" " ".....	45	U	110	79	80	109			378	274	
" " ".....	46	U	37	43	44	35			159	157	
" " ".....	46B	U	39	63	65	37		1	205	147	
" " ".....	47	U	65	48	47	67			227	160	
" " ".....	47B	U	65	54	56	65			240	172	
" " ".....	48	U	56	52	50	56			214	170	
" " ".....	48B	U	68	52	51	66			237	179	
" " ".....	49	U	56	71	74	58			259	185	
" " ".....	49B	U	55	47	49	58			209	139	
" " ".....	50	U	34	153	152	34			373	260	
" " ".....	51	U	45	141	142	43			376	277	
" " ".....	52	U	63	116	111	65		1	356	250	
" " ".....	53	U	134	75	76	137			422	272	
" " ".....	54	U	111	50	52	113		1	327	262	
" " ".....	55	U	62	98	96	63			319	228	
" " ".....	56	U	37	88	86	36		2	249	159	
" " ".....	56B	U	28	78	76	31		3	216	146	

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. John Léo Chabot	Edgar Rodolphe Eugène Chevrier	Gordon Cameron Edwards	Stewart McClenaghan					
Wellington Ward (Quartier)...	73	U	30	32	32	31		125	295		
" " "	74	U	57	31	30	61		179	234		
" " "	74B	U	57	35	34	58		184	154		
" " "	75	U	37	41	39	38		155	304		
" " "	76	U	31	25	23	33		112	226		
" " "	76B	U	27	36	33	26		122	230		
" " "	77	U	60	34	36	59		189	171		
" " "	77B	U	54	31	31	56		172	145		
" " "	78	U	54	58	42	44	2	200	217		
" " "	78B	U	53	40	41	54		188	236		
" " "	79	U	53	40	44	54	1	192	174		
" " "	79B	U	71	47	48	69	2	237	184		
" " "	80	U	53	43	43	57	1	197	167		
" " "	80B	U	69	35	36	72		212	182		
" " "	81	U	59	44	45	62		210	178		
" " "	81B	U	63	73	74	62		272	211		
" " "	82	U	46	50	51	47	1	195	192		
" " "	82B	U	34	45	47	35		161	139		
" " "	83	U	38	57	60	36	1	192	146		
" " "	83B	U	46	64	64	44		218	180		
" " "	84	U	51	56	55	50		212	173		
" " "	84B	U	57	61	60	57		235	218		
" " "	85	U	83	48	47	81	2	261	199		
" " "	85B	U	57	52	54	55	1	219	192		
" " "	86	U	66	53	53	67		239	196		
" " "	86B	U	55	48	53	57		213	189		
" " "	87	U	46	69	70	46		231	162		
" " "	87B	U	53	48	50	54	1	206	144		
" " "	88	U	60	48	52	63		223	181		
" " "	88B	U	48	50	53	52	1	204	158		
" " "	89	U	80	92	89	86	1	348	284		
" " "	90	U	73	37	43	71		224	200		
" " "	90B	U	72	47	52	72	1	244	242		
" " "	91	U	73	54	52	71	1	251	195		
" " "	91B	U	67	51	55	67		240	184		
" " "	92	U	108	87	86	113		394	284		
" " "	93	U	78	40	37	80	2	237	189		
" " "	93B	U	88	37	42	90		257	190		
" " "	94	U	80	48	52	77		257	171		
" " "	94B	U	66	38	38	68		210	152		
" " "	95	U	123	72	75	127		397	273		
" " "	96	U	113	56	59	116		344	293		
" " "	97	U	80	81	84	80		325	282		
" " "	98	U	113	64	66	114	1	358	270		
" " "	99	U	82	35	36	81	1	235	167		
" " "	99B	U	60	64	65	61		250	163		
" " "	100	U	68	50	49	69		236	179		
" " "	100B	U	54	36	35	55		180	152		
" " "	101	U	119	71	75	117		382	294		
" " "	102	U	80	43	46	77		246	173		
" " "	102B	U	70	36	37	70		213	158		
" " "	103	U	94	44	46	94		278	202		
" " "	103B	U	60	36	38	61	1	196	166		
" " "	104	U	109	47	48	110		314	220		
" " "	104B	U	91	34	34	97		256	180		
" " "	105	U	94	63	64	95	1	317	252		
" " "	106	U	53	40	42	54		189	135		
" " "	106B	U	83	35	36	85		239	175		
" " "	107	U	66	22	26	69		183	146		
" " "	107B	U	51	28	27	51		157	150		
" " "	108	U	111	54	55	112	1	333	278		
Central Ward (Quartier)	109	U	12	7	8	11		38	175		
" " "	110	U	14	6	8	11		39	235		
" " "	111	U	14	11	11	13		49	181		



OTTAWA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. John Léo Chabot	Edgar Rodolphe Eugène Chevrier	Gordon Cameron Edwards	Stewart McClenaghan					
Capital Ward (Quartier).....	112	U	41	48	49	40	1	179	275		
" " ".....	113	U	13	11	12	14		50	218		
" " ".....	114	U	34	50	52	37	1	174	180		
" " ".....	114B	U	23	27	29	28		107	128		
" " ".....	115	U	59	74	73	60		266	256		
" " ".....	116	U	59	46	52	59		216	226		
" " ".....	117	U	85	56	55	86		282	263		
" " ".....	117B	U	57	66	65	58		246	201		
" " ".....	118	U	60	31	32	57		180	182		
" " ".....	118B	U	58	42	41	60		301	171		
" " ".....	119	U	87	56	59	83		290	238		
" " ".....	120	U	86	57	58	85		286	241		
" " ".....	121	U	72	49	53	71	1	246	202		
" " ".....	121B	U	68	45	46	68	1	228	179		
" " ".....	122	U	51	40	41	52		184	145		
" " ".....	122B	U	61	34	38	61		194	155		
" " ".....	123	U	76	48	46	76		246	224		
" " ".....	123B	U	102	39	41	105		287	228		
" " ".....	124	U	76	48	46	78		248	212		
" " ".....	125	U	102	53	58	97		310	251		
" " ".....	126	U	75	30	32	78		215	162		
" " ".....	126B	U	58	51	51	58		218	150		
" " ".....	127	U	71	40	45	78		234	170		
" " ".....	127B	U	54	38	45	59		196	145		
" " ".....	128	U	83	43	46	84		256	165		
" " ".....	128B	U	47	27	24	47		145	142		
" " ".....	129	U	86	50	48	87		271	200		
" " ".....	130	U	59	27	30	65		181	155		
" " ".....	130B	U	51	40	40	50		181	160		
" " ".....	131	U	101	46	47	105		299	225		
" " ".....	132	U	102	54	85	105	1	377	272		
" " ".....	133	U	70	42	47	75		234	196		
" " ".....	133B	U	63	23	23	61	1	171	153		
" " ".....	134	U	104	82	86	105		377	272		
" " ".....	135	U	117	51	54	117	2	341	271		
" " ".....	136	U	117	54	54	124		349	266		
" " ".....	137	U	69	38	40	67		214	185		
" " ".....	137B	U	68	34	38	72	4	216	175		
" " ".....	138	U	86	25	25	85		221	151		
" " ".....	138B	U	65	28	28	63	3	187	147		
" " ".....	139	U	83	30	31	83		227	175		
" " ".....	139B	U	59	53	55	59		229	176		
" " ".....	140	U	102	65	68	104		339	241		
" " ".....	141	U	122	68	68	125		383	279		
" " ".....	142	U	128	44	44	127		343	263		
" " ".....	143	U	96	62	61	104		323	264		
" " ".....	144	U	52	30	29	54		165	157		
" " ".....	144B	U	50	30	33	51		164	151		
" " ".....	145	U	87	34	35	88		244	203		
" " ".....	145B	U	70	46	44	68		228	202		
" " ".....	146	U	93	86	87	91		357	266		
" " ".....	147	U	77	40	37	79		233	184		
" " ".....	148	U	73	27	37	76		213	165		
" " ".....	148B	U	78	38	41	80		237	175		
" " ".....	149	U	66	39	41	66		212	164		
" " ".....	149B	U	61	47	46	63	1	218	167		
" " ".....	150	U	64	48	50	71		233	168		
" " ".....	150B	U	66	42	43	68	1	220	165		
" " ".....	151	U	83	43	46	84		256	183		
" " ".....	151B	U	77	31	32	78		218	157		
" " ".....	152	U	60	47	49	61		217	164		
" " ".....	152B	U	62	52	56	67		237	237		
" " ".....	153	U	124	68	70	129		391	264		
" " ".....	154	U	86	48	50	90	1	275	222		

## OTTAWA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. John Léo Chabot	Edgar Rodolphe Eugène Chevrier	Gordon Cameron Edwards	Stewart McClenaghan					
Capital Ward (Quartier)—Con	155	U	136	53	53	139	.....		381	249	
“ “ “ “ “ “	156	U	75	42	48	82	.....		247	164	
“ “ “ “ “ “	156B	U	70	53	55	76	.....		254	167	
“ “ “ “ “ “	157	U	76	41	37	80	.....		234	156	
“ “ “ “ “ “	157B	U	81	31	35	82	.....		229	168	
“ “ “ “ “ “	158	U	123	66	70	127	.....		386	284	
“ “ “ “ “ “	159	U	92	51	55	95	.....		293	194	
“ “ “ “ “ “	160	U	92	60	62	98	.....		312	222	
“ “ “ “ “ “	161	U	90	52	55	92	.....		289	197	
“ “ “ “ “ “	162	U	60	29	30	63	1		183	134	
“ “ “ “ “ “	162B	U	112	28	34	112	.....		286	190	
“ “ “ “ “ “	163	U	123	57	60	123	.....		363	257	
“ “ “ “ “ “	164	U	132	39	44	137	.....		352	243	
“ “ “ “ “ “	165	U	153	46	51	161	.....		411	268	
“ “ “ “ “ “	166	U	104	55	57	105	.....		321	232	
“ “ “ “ “ “	167	U	80	30	30	82	.....		222	158	
“ “ “ “ “ “	167B	U	83	32	35	87	.....		237	160	
“ “ “ “ “ “	168	U	103	44	44	108	.....		299	224	
“ “ “ “ “ “	169	U	105	43	42	111	1		302	192	
“ “ “ “ “ “	170	U	126	59	60	126	.....		371	275	
“ “ “ “ “ “	171	U	88	49	49	87	.....		273	186	
“ “ “ “ “ “	172	U	81	28	29	81	1		220	165	
“ “ “ “ “ “	172B	U	83	32	34	84	.....		233	158	
“ “ “ “ “ “	173	U	60	24	24	60	.....		168	138	
“ “ “ “ “ “	173B	U	77	29	31	79	.....		216	161	
“ “ “ “ “ “	174	U	80	34	35	80	.....		229	167	
“ “ “ “ “ “	174B	U	66	49	49	67	.....		231	181	
“ “ “ “ “ “	175	U	101	60	63	101	.....		325	223	
“ “ “ “ “ “	176	U	132	51	56	134	.....		373	268	
“ “ “ “ “ “	177	U	87	34	35	89	.....		245	164	
“ “ “ “ “ “	177B	U	73	47	45	73	.....		238	178	
“ “ “ “ “ “	178	U	99	41	41	109	1		291	241	
“ “ “ “ “ “	179	U	121	51	49	127	3		351	257	
“ “ “ “ “ “	180	U	85	23	25	87	.....		220	161	
“ “ “ “ “ “	180B	U	75	36	39	76	1		227	160	
“ “ “ “ “ “	181	U	104	87	90	111	2		394	284	
“ “ “ “ “ “	182	U	89	72	72	92	.....		325	225	
“ “ “ “ “ “	183	U	100	46	53	105	.....		304	229	
“ “ “ “ “ “	184	U	85	52	53	89	.....		279	222	
“ “ “ “ “ “	185	U	123	84	93	127	4		431	290	
“ “ “ “ “ “	186	U	95	38	41	99	1		274	205	
“ “ “ “ “ “	187	U	115	46	50	116	.....		327	228	
“ “ “ “ “ “	188	U	108	53	55	109	.....		325	238	
“ “ “ “ “ “	189	U	92	35	38	93	.....		258	213	
“ “ “ “ “ “	190	U	87	74	70	87	.....		318	262	
“ “ “ “ “ “	191	U	71	82	83	71	.....		307	213	
“ “ “ “ “ “	191B	U	89	57	57	89	.....		292	172	
“ “ “ “ “ “	192	U	59	61	59	62	.....		241	177	
“ “ “ “ “ “	192B	U	50	42	43	46	.....		181	151	
“ “ “ “ “ “	193	U	100	51	56	101	.....		308	256	
“ “ “ “ “ “	194	U	88	64	64	85	.....		301	246	
“ “ “ “ “ “	194B	U	81	61	63	81	1		287	210	
St. George's Ward (Quartier)..	195	U	22	34	33	24	.....		113	254	
“ “ “ “ “ “	196	U	34	65	63	34	.....		196	193	
“ “ “ “ “ “	196B	U	38	77	74	38	1		228	202	
“ “ “ “ “ “	197	U	43	99	97	42	.....		281	226	
“ “ “ “ “ “	197B	U	41	91	84	40	.....		256	211	
“ “ “ “ “ “	198	U	12	15	14	11	.....		52	293	
“ “ “ “ “ “	199	U	32	50	47	33	.....		162	215	
“ “ “ “ “ “	200	U	55	65	63	53	1		237	197	
“ “ “ “ “ “	200B	U	43	72	72	37	.....		224	195	
“ “ “ “ “ “	201	U	48	86	87	46	1		263	210	
“ “ “ “ “ “	201B	U	62	75	74	60	.....		271	217	
“ “ “ “ “ “	202	U	53	62	62	54	2		233	185	



Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. John Léo Chabot	Edgar Rodolphe Eugène Chevrier	Gordon Cameron Edwards	Stewart McClenaghan					
St. George's Ward (Quart.)...	202B	U	51	77	76	49		253	200		
" " "	203	U	44	54	54	44	1	197	148		
" " "	203B	U	38	70	68	41		217	162		
" " "	204	U	46	69	62	48		225	163		
" " "	204B	U	38	52	52	37	1	180	140		
" " "	205	U	41	137	131	41		350	283		
" " "	205B	U	55	124	127	60	3	369	280		
" " "	206	U	45	93	91	47		276	195		
" " "	206B	U	37	118	117	38		310	216		
" " "	207	U	32	79	80	35	1	227	169		
" " "	207B	U	35	74	73	34		216	171		
" " "	208	U	97	109	108	93	1	408	271		
" " "	209	U	40	67	64	39		210	173		
" " "	209B	U	58	65	69	62	1	255	175		
" " "	210	U	76	55	60	78		269	197		
" " "	210B	U	69	54	56	67		246	172		
" " "	211	U	62	56	50	64	4	236	172		
" " "	211B	U	40	57	53	42	1	193	145		
" " "	212	U	55	109	115	53	3	335	264		
" " "	212B	U	47	142	140	46		375	272		
" " "	213	U	39	87	88	39	1	254	184		
" " "	213B	U	24	102	103	27		256	177		
" " "	214	U	38	88	85	38		249	154		
" " "	214B	U	38	75	70	35	1	219	161		
" " "	215	U	67	65	65	69		266	187		
" " "	215B	U	62	58	64	57		241	172		
" " "	216	U	27	83	82	24		216	159		
" " "	216B	U	21	78	73	25	2	199	149		
" " "	217	U	46	86	84	46		262	173		
" " "	217B	U	24	100	99	24	1	248	170		
" " "	218	U	43	83	81	44		251	178		
" " "	218B	U	36	98	98	36		268	178		
" " "	219	U	48	73	67	48	1	237	161		
" " "	219B	U	45	72	72	45		234	161		
" " "	220	U	57	66	68	58		249	178		
" " "	220B	U	54	52	51	53	1	211	167		
" " "	221	U	54	41	46	53		194	157		
" " "	221B	U	44	42	45	44		175	147		
" " "	222	U	94	98	98	96	1	387	297		
" " "	223	U	52	44	44	52		192	148		
" " "	223B	U	55	57	56	55		223	152		
" " "	224	U	52	51	49	52		204	158		
" " "	224B	U	33	57	59	33		182	149		
By Ward (Quarter).....	225	U	24	16	16	25		81	184		
" " "	226	U	13	81	73	12		179	174		
" " "	226B	U	17	63	53	18	1	152	149		
" " "	227	U	14	82	83	12		191	143		
" " "	227B	U	18	67	62	18	1	166	157		
" " "	228	U	31	62	60	30	1	184	208		
" " "	229	U	22	68	64	21		175	144		
" " "	229B	U	16	96	83	14		209	176		
" " "	230	U	21	57	56	21		155	128		
" " "	230B	U	24	91	91	26		232	167		
" " "	231	U	11	103	98	13		225	168		
" " "	231B	U	27	112	104	28	1	272	225		
" " "	232	U	23	125	124	23	1	296	265		
" " "	233	U	13	91	86	11		201	177		
" " "	233B	U	15	83	82	12	1	193	139		
" " "	234	U	32	162	152	30		376	282		
" " "	235	U	53	114	114	53	1	335	244		
" " "	236	U	29	69	59	25		182	138		
" " "	236B	U	27	74	74	27		202	157		
" " "	237	U	30	116	115	34		295	196		
" " "	238	U	22	134	126	21		303	229		

OTTAWA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. John Léo Chabot	Edgar Rodolphe Eugène Chevrier	Gordon Cameron Edwards	Stewart McClenaghan					
By Ward (Quartier)—Con....	239	U	48	147	145	47	.....	387	254		
“ “ .....	240	U	31	174	170	37	5	417	274		
“ “ .....	241	U	28	87	82	30	.....	227	144		
“ “ .....	241B	U	23	88	90	21	.....	222	171		
“ “ .....	242	U	20	63	58	20	1	162	146		
“ “ .....	242B	U	20	95	93	17	.....	225	163		
“ “ .....	243	U	34	133	129	37	1	334	223		
“ “ .....	244	U	22	115	112	17	2	268	186		
“ “ .....	244B	U	2	82	80	2	.....	166	115		
“ “ .....	245	U	52	106	102	53	1	314	242		
Ottawa Ward (Quartier).....	246	U	27	118	111	28	1	285	245		
“ “ .....	247	U	18	87	81	19	.....	205	253		
“ “ .....	247B	U	21	64	61	20	.....	166	259		
“ “ .....	248	U	26	92	89	26	.....	233	150		
“ “ .....	248B	U	25	92	83	19	1	220	162		
“ “ .....	249	U	40	144	142	38	1	365	275		
“ “ .....	250	U	40	86	88	45	.....	259	185		
“ “ .....	250B	U	42	88	86	45	3	264	184		
“ “ .....	251	U	55	158	152	52	.....	417	287		
“ “ .....	252	U	14	95	93	15	.....	217	151		
“ “ .....	252B	U	19	85	81	19	.....	204	154		
“ “ .....	253	U	21	95	94	17	.....	227	178		
“ “ .....	253B	U	14	104	98	16	.....	232	168		
“ “ .....	254	U	12	72	71	12	.....	167	128		
“ “ .....	254B	U	38	96	85	42	1	262	188		
“ “ .....	255	U	48	172	169	41	.....	430	261		
“ “ .....	256	U	14	109	102	9	.....	234	182		
“ “ .....	256B	U	25	111	105	18	6	265	227		
“ “ .....	257	U	28	106	98	28	.....	260	193		
“ “ .....	257B	U	18	118	115	20	1	272	203		
“ “ .....	258	U	36	112	109	34	.....	291	204		
“ “ .....	258B	U	17	120	113	23	2	275	194		
“ “ .....	259	U	29	102	102	31	.....	264	174		
“ “ .....	259B	U	15	129	121	15	1	281	219		
“ “ .....	260	U	34	114	113	34	1	296	195		
“ “ .....	261	U	21	92	92	23	.....	228	205		
“ “ .....	261B	U	18	84	82	17	2	203	206		
“ “ .....	262	U	27	112	109	26	.....	274	200		
“ “ .....	262B	U	22	110	104	22	.....	258	204		
“ “ .....	263	U	52	158	151	51	.....	412	283		
“ “ .....	264	U	24	87	87	23	.....	221	159		
“ “ .....	264B	U	18	89	90	21	1	219	167		
“ “ .....	265	U	24	189	184	25	1	423	281		
Advance (Provisoire).....	1	U	120	78	74	124	.....	396			
Totals—Totaux.....	362	.....	21,614	23,012	22,950	21,917	150	89,643	*71,402		

Majority for } Edgar Rodolphe Chevrier over (sur) { Stewart McClenaghan, 1,095.  
Majorité pour } Hon. John Léo Chabot, 1,398.

Majority for } Gordon Cameron Edwards over (sur) { Stewart McClenaghan, 1,033.  
Majorité pour } Hon. John Léo Chabot, 1,336.

\*Each voter could vote for two candidates.—Chaque électeur pouvait voter pour deux candidats.



## OXFORD NORTH (NORD)

Population—1921, 24,527

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hugh Allan	Donald Matheson Sutherland			
Blenheim.....	1	R	65	93	1	159	330
".....	1A	R	91	45	1	137	
".....	2	R	125	82	6	213	252
".....	3	R	134	102	2	238	264
".....	4	R	109	49	1	159	179
".....	5	R	86	95	1	182	363
".....	5A	R	91	63	1	155	
".....	6	R	138	31		169	185
".....	7	R	151	20		171	190
".....	8	R	100	49	1	150	366
".....	8A	R	131	47	2	180	
".....	9	R	118	72		190	205
Blandford.....	10	R	65	147	2	214	244
".....	11	R	38	68		106	126
".....	12	R	82	39		121	140
".....	13	R	80	46		126	146
".....	14	R	90	82		172	193
Zorra East (Est).....	15	R	97	102	1	200	469
".....	15A	R	95	123		218	
".....	16	R	89	43	2	134	308
".....	16A	R	74	48	1	123	
".....	17	R	83	72		155	408
".....	17A	R	131	69	3	203	
".....	18	R	106	32		138	178
".....	19	R	166	47	1	214	280
".....	20	R	126	22		148	289
Tavistock.....	21	R	157	45		202	223
Zora West (Ouest).....	22	R	153	41		194	211
".....	23	R	167	60		227	249
".....	24	R	164	72		236	260
".....	25	R	134	82	3	219	271
".....	26	R	70	60		130	300
".....	26A	R	93	39		132	
Embro.....	27	R	61	53		114	326
".....	27A	R	94	75		169	
Nissouri East (Est).....	28	R	84	55		139	320
".....	28A	R	59	72		131	
".....	29	R	129	68		197	247
".....	30	R	102	13		115	127
".....	31	R	81	7		88	106
".....	32	R	80	63		143	162
".....	33	R	80	33		113	121
".....	34	R	82	69		151	185
".....	35	R	73	49	2	124	151
WOODSTOCK CITY (CITÉ)							
St. Andrew's Ward 1 (Quart.) 1.	36	U	87	194		281	340
St. Andrew's Ward 2 (Quart.) 2.	37	U	86	134		220	280
St. Andrew's Ward 3 (Quart.) 3.	38	U	90	187	3	280	332
St. David's Ward 1 (Quart.) 1.	39	U	69	106		175	205
".....	39A	U	92	69		161	211
St. David's Ward 2 (Quart.) 2.	40	U	54	108		162	198
".....	40A	U	71	87		158	182
St. David's Ward 3 (Quart.) 3.	41	U	62	135	1	198	232
".....	41A	U	56	127	4	187	222
St. George's Ward 1 (Quart.) 1.	42	U	94	128	1	223	261
".....	42A	U	79	114	1	194	232
St. George's Ward 2 (Quart.) 2.	43	U	56	109	1	166	205
".....	43A	U	72	94		166	212
St. George's Ward 3 (Quart.) 3.	44	U	88	131	2	221	266
".....	44A	U	88	100	1	189	236
St. George's Ward 4 (Quart.) 4.	45	U	78	123	3	204	248
".....	45A	U	74	134	3	211	248
St. Johns Ward 1 (Quartier) 1.	46	U	66	103	2	171	214
".....	46A	U	70	122		192	221

**OXFORD NORTH (NORD)**—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hugh Allan	Donald Matheson Sutherland			
St. Johns Ward 2 (Quartier) 2..	47	U	60	143	4	207	248
“ “ “ “ ..	47A	U	60	109	5	174	178
St. Johns Ward 3 (Quartier) 3..	48	U	89	131	.....	220	261
“ “ “ “ ..	48A	U	50	108	11	169	199
St. Patrick's Ward 1 (Quart.) 1.	49	U	46	138	.....	184	220
“ “ “ “ ..	49A	U	43	131	.....	174	206
St. Patrick's Ward 2 (Quart.) 2.	50	U	56	103	.....	159	201
“ “ “ “ ..	50A	U	40	93	1	134	171
St. Patrick's Ward 3 (Quart.) 3.	51	U	85	158	.....	243	291
St. Patrick's Ward 4 (Quart.) 4.	52	U	80	130	.....	210	249
Totals—Totaux.....	73	.....	6,565	6,193	74	12,832	15,143

Majority for } Hugh Allan, 372.  
Majorité pour }



## OXFORD SOUTH (SUD)

Population—1921, 22,235

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Merritt Cayley  L	Hon. Donald Sutherland  C			
Norwich South (Sud).....	1	R	130	29	1	160	187
" ".....	2	R	121	58		179	239
" ".....	3	R	93	111		204	235
" ".....	4	R	63	99	1	163	192
" ".....	5	R	133	100		233	258
" ".....	5	R	118	76	3	197	229
" North (Nord).....	1	R	86	72		158	179
" ".....	1	R	105	39		144	166
" ".....	2	R	119	68	1	188	208
" ".....	3	R	122	57		179	196
" ".....	4	R	116	88		204	225
" ".....	5	R	166	78	1	245	291
Oxford North (Nord).....	1	R	43	38		81	96
" ".....	2	R	49	38		87	116
" ".....	3	R	62	41		103	113
" ".....	4	R	97	53	1	151	177
" ".....	5	R	89	75	2	166	189
" East (Est).....	1	R	149	70		219	261
" ".....	2	R	111	60		171	198
" ".....	3	R	107	73		180	228
" ".....	4	R	76	54		130	172
" ".....	5	R	123	85		208	238
" West (Ouest).....	1	R	87	87		174	203
" ".....	2	R	101	76		177	437
" ".....	2	R	122	97		219	
" ".....	3	R	132	75		207	
" ".....	4	R	178	57		235	
Norwich Village.....	1	R	153	94		247	283
" ".....	2	R	129	116		245	280
" ".....	3	R	94	129		223	253
Ingersoll.....	1	U	106	81		187	290
" ".....	1	U	136	86	3	225	333
" ".....	2	U	69	103		172	220
" ".....	2	U	88	93		181	212
" ".....	3	U	95	105		200	250
" ".....	3	U	79	119		198	249
" ".....	4	U	102	116		218	277
" ".....	4	U	125	109		234	302
" ".....	5	U	122	98		220	243
" ".....	5	U	72	111	1	184	371
" ".....	5	U	113	106		219	274
" ".....	6	U	63	91		154	190
" ".....	6	U	67	83	2	152	191
Dereham.....	1	R	151	96		247	280
" ".....	2	R	79	76		155	180
" ".....	2	R	63	81		144	164
" ".....	3	R	102	83		185	202
" ".....	3	R	85	72	1	158	172
" ".....	4	R	102	138	2	242	280
" ".....	5	R	50	118	1	169	201
" ".....	5	R	46	92	1	139	167
" ".....	6	R	107	88	2	197	235
" ".....	6	R	64	69	1	134	167
Tillsonburg.....	1	R	57	118	1	176	280
" ".....	1	R	39	65	2	106	174
" ".....	2	R	82	118	2	202	296
" ".....	2	R	74	99	1	174	268
" ".....	3	R	108	141		249	340
" ".....	3	R	114	139		253	326
" ".....	4	R	125	131		256	374
" ".....	4	R	105	146		251	348
Totals—Totaux.....	61		6,064	5,364	30	11,458	14,204

Majority for }  
Majorité pour } Thomas Merritt Cayley, 700.

## PARKDALE

Population—1921, 59,545.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	David Spence	Bertram Tipping			
TORONTO CITY (CITÉ)							
Ward (Quartier) 6.....	1	U	23	2		25	28
"	2A	U	70	17		87	221
"	2B	U	56	18		74	164
"	3A	U	53	30		83	161
"	3B	U	60	13		73	155
"	4	U	70	41	1	112	248
"	5	U	77	28		105	256
"	6	U	82	24		106	224
"	7	U	80	16		96	211
"	8	U	74	42		116	261
"	9A	U	66	14		80	165
"	9B	U	50	22		72	175
"	10A	U	47	34	2	83	183
"	10B	U	43	13		56	136
"	11	U	99	23		122	242
"	12	U	89	17		106	206
"	13	U	86	31		117	265
"	14	U	98	14		112	271
"	15	U	77	28		105	209
"	16	U	105	35		140	294
"	17	U	99	46		145	293
"	18	U	56	35		91	229
"	19	U	79	32		111	229
"	20A	U	70	15		85	165
"	20B	U	53	14		67	160
"	21	U	62	23	1	86	215
"	22A	U	47	28		75	161
"	22B	U	41	20		61	141
"	23	U	113	34		147	283
"	24	U	100	32		132	278
"	25	U	64	31	1	96	250
"	26A	U	44	24		68	210
"	26B	U	40	13	1	54	162
"	27	U	65	26		91	225
"	28	U	73	13		86	218
"	29A	U	49	11		60	158
"	29B	U	58	16	1	75	179
"	30	U	73	26		99	203
"	31	U	93	23		116	287
"	32	U	86	21		107	258
"	33	U	99	19		118	263
"	34	U	103	21		124	272
"	35	U	99	19		118	266
"	36	U	57	27		84	185
"	37	U	103	29		132	270
"	38	U	87	12		99	197
"	39	U	104	32		136	250
"	40A	U	47	25		72	169
"	40B	U	53	15		68	128
"	41	U	108	20		128	274
"	42	U	64	29		93	209
"	43	U	90	15		105	200
"	44	U	78	38		116	263
"	45A	U	42	30		72	303
"	45B	U	37	27		64	
"	46	U	92	34		126	294
"	47	U	85	29		114	234
"	48A	U	53	30		83	160
"	48B	U	70	29		99	158
"	49	U	63	27		90	209
"	50	U	83	27		110	222
"	51	U	88	36		124	291
"	52	U	87	25		112	236



## PARKDALE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	David Spence	Bertram Tipping			
TORONTO CITY (CITÉ)—Con.							
Ward (Quartier) 6—Con.	53	U	55	23		78	179
"	54	U	98	44		142	288
"	55	U	81	22		103	247
"	56	U	70	29		100	213
"	57	U	123	43		166	300
"	58	U	68	35		103	202
"	59	U	53	37	1	91	217
"	60A	U	58	27		85	167
"	60B	U	51	15		66	142
"	61	U	103	21		124	269
"	62	U	73	31		104	217
"	63	U	75	35		110	204
"	64	U	68	21		89	216
"	65	U	104	35		139	265
"	66	U	106	49	2	157	289
"	67	U	120	46	1	167	290
"	68	U	87	59		146	295
"	69	U	100	25		125	257
"	70	U	107	47		154	297
"	81	U	92	44		136	256
"	82A	U	54	23		77	159
"	82B	U	42	19		61	138
"	83	U	52	44	1	97	223
"	84	U	90	56		146	248
"	85	U	56	51		107	225
"	88	U	80	33	1	114	278
"	89	U	109	13		122	284
"	90	U	105	22		127	280
"	91	U	65	10		75	184
"	92	U	84	11		95	256
"	93	U	72	21		93	261
"	94A	U	57	17		74	170
"	94B	U	41	26		67	166
"	95	U	106	31		137	298
"	96	U	96	17		113	264
"	97	U	94	19		113	233
"	98	U	105	28		133	283
"	99A	U	40	11		51	143
"	99B	U	51	17		68	158
"	100	U	87	6		93	226
"	101	U	73	11		84	214
"	102	U	87	14	1	102	244
"	103	U	86	26		112	232
"	104A	U	53	10		63	167
"	104B	U	59	10		69	157
"	105	U	85	19	1	105	254
"	106	U	78	14		92	232
"	107	U	116	20		136	296
"	108	U	97	8		105	209
"	109	U	74	15	1	90	196
"	110	U	39	17		56	154
"	111	U	60	26		86	200
"	112	U	86	35	1	121	260
"	113	U	86	28		114	285
"	114A	U	42	23		65	147
"	114B	U	59	14		73	185
"	115	U	42	18	5	65	184
"	116	U	73	33		111	267
"	117A	U	52	18		70	154
"	117B	U	50	24		74	153
"	118	U	76	23		99	261
"	119	U	59	5		64	153
"	120	U	66	33		99	212

## PARKDALE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	David Spence	Bertram Tipping			
TORONTO CITY (CITÉ)—Con.							
Ward (Quartier) 6—Con.....	121	U	80	60	.....	140	275
"	122	U	80	36	.....	116	277
"	123A	U	73	18	.....	91	173
"	123B	U	70	18	.....	88	182
"	124A	U	58	27	.....	85	157
"	124B	U	39	27	.....	66	143
"	125	U	94	15	.....	109	263
"	126A	U	76	27	.....	103	181
"	126B	U	56	33	.....	89	166
"	127	U	77	27	.....	104	273
"	128A	U	49	28	.....	77	168
"	128B	U	40	33	.....	73	152
"	129A	U	57	17	.....	74	145
"	129B	U	51	27	.....	78	156
"	130	U	59	29	.....	88	263
"	131	U	81	28	.....	109	268
"	132	U	95	25	.....	120	253
"	133	U	83	24	.....	107	271
"	134	U	100	16	.....	116	229
"	135A	U	59	26	.....	85	193
"	135B	U	45	11	.....	56	207
"	136A	U	66	19	.....	85	156
"	136B	U	56	26	.....	82	167
"	137A	U	77	20	.....	97	191
"	137B	U	71	23	.....	94	191
"	138A	U	60	31	.....	91	207
"	138B	U	51	25	.....	76	191
"	139A	U	58	35	.....	93	174
"	139B	U	46	35	.....	81	175
"	140A	U	57	23	.....	80	192
"	140B	U	52	28	.....	80	180
"	141	U	81	15	.....	96	229
"	142	U	67	28	.....	95	230
"	143	U	61	26	.....	87	217
"	144	U	64	18	.....	82	162
"	145	U	61	12	.....	73	138
"	146	U	56	23	.....	79	195
"	147A	U	51	12	.....	63	180
"	147B	U	63	14	.....	77	180
Advance (Provisoire).....	148	U	34	21	.....	55	.....
Totals—Totaux.....	166	.....	11,897	4,133	21	16,051	35,285

Majority for } David Spence, 7,764.  
Majorité pour }



## PARRY SOUND.

Population—1921, 27,022.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Arthurs	James Ludgate			
Armour.....	1	R	46	44		90	114
".....	2	R	72	66		138	185
".....	3	R	70	73		143	195
Burks Falls.....	4	R	126	111		237	273
".....	5	R	113	78		191	233
Chapman.....	6	R	54	75	1	130	185
".....	7	R	24	15	2	41	53
Christie.....	8	R	82	28		10	152
".....	9	R	24	20	2	46	74
Carling.....	10	R	54	57	2	113	153
Foley.....	11	R	140	46		186	269
Himsworth North (Nord).....	12	R	110	154	1	265	355
".....	13	R	109	139	3	251	304
" South (Sud).....	14	R	65	87		152	202
".....	15	R	60	68		128	168
".....	16	R	22	49		71	94
Humphrey.....	17	R	117	107		224	286
".....	18	R	6	23		29	38
".....	19	R	15	15		30	53
Hagerman.....	20	R	98	45		143	218
Joly.....	21	R	6	15		21	37
".....	22	R	28	16		44	82
Kearney.....	23	R	77	83		160	200
Machar.....	24	R	16	19		35	68
".....	25	R	44	31		75	129
".....	26	R	25	18		43	71
Maganetawan.....	27	R	49	64		113	148
McMurrich.....	28	R	37	23		60	96
".....	29	R	148	76		224	295
McDougall.....	30	R	125	61		186	319
McKellar.....	31	R	94	7		101	123
".....	32	R	89	43		132	172
Nipissing.....	33	R	111	66	1	178	229
".....	34	R	25	41		66	89
PARRY SOUND, TOWN (VILLE)							
East Ward (Quartier Est).....	35	R	106	68	2	176	279
".....	36	R	102	82		184	307
West Ward (Quartier Ouest).....	37	R	80	74		154	225
".....	38	R	106	56		162	250
".....	39	R	104	53		157	260
Centre Ward (Quartier Centre).....	40	R	89	57		146	199
".....	41	R	162	77		239	397
".....	42	R	74	57		131	249
Perry.....	43	R	119	67		186	266
".....	44	R	113	30		143	211
".....	45	R	14	17		31	44
Powassan.....	46	R	103	84		187	214
".....	47	R	81	64		145	183
Ryerson.....	48	R	54	39		93	127
".....	49	R	47	44		91	105
".....	50	R	21	25		46	80
South River.....	51	R	144	95		239	282
Strong.....	52	R	73	79	0	158	224
".....	53	R	27	44		71	110
Sundridge.....	54	R	61	61	2	124	165
".....	55	R	50	34		84	117
Trout Creek.....	56	R	91	95		186	254
Ardbeg.....	57	R	67	62		129	173
Burpee and Pt. Ferguson.....	58	R	11	12		23	35
Bethune.....	59	R	18	5		23	31
".....	60	R	37	20		57	92
Conger.....	61	R	22	0		28	60
Cowper.....	62	R	4	15		19	60

PARRY SOUND—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Arthurs	James Ludgate			
Croft.....	63	R	79	12		91	108
“.....	64	R	17	13		30	56
“.....	65	R	20	10		30	44
Depot Harbour.....	66	R	80	37		117	179
“.....	67	R	55	27		82	135
Ferrie.....	68	R	12	25		37	54
Ferguson.....	69	R	37	22		59	77
Gurd.....	70	R	40	40		80	119
“.....	71	R	8	43		51	82
“.....	72	R	29	9		38	48
Harrison.....	73	R	39	12		51	129
Laurier.....	74	R	11	8		19	31
“.....	75	R	18	21		39	44
Lount.....	76	R	16	38		54	73
“.....	77	R	10	14		24	42
Monteith.....	78	R	49	9		58	72
“.....	79	R	42	11		53	71
Loring.....	80	R	99	79		178	308
Mills.....	81	R	17	24		41	112
McKenzie.....	82	R	31	33		64	108
Restoule.....	83	R	76	15		91	118
Pringle & Mills.....	84	R	33	30		63	72
Pringle East (Est).....	85	R	28	8	3	39	64
Proudfoot.....	86	R	24	23	1	48	58
Shawanaga.....	87	R	14	11		25	31
Spence.....	88	R	25	15		40	62
“.....	89	R	19	15		34	46
Wallbridge.....	90	R	50	66	5	121	156
“.....	91	R	38	40		78	109
“.....	92	R	23	176	2	201	277
Key Junction.....	93	R	18	31		49	90
Pickersel.....	94	R	41	24		65	122
Pakesley.....	95	R	13	46		59	65
Lost Channel.....	96	R	41	81		122	156
Parry Sound Advance (Provi- soire).....	1	R	5	5	1	11	
Totals—Totaux.....	97		5,418	4,358	34	9,810	13,979

Majority for } James Arthurs, 1,060.  
Majorité pour }



PEEL

Population—1921, 23,806.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Samuel Charters	William James Lowe			
BRAMPTON							
East Ward (Quartier Est).....	1	R	132	56	1	189	219
“ “ “ “.....	1	R	132	112	1	245	276
“ “ “ “.....	1	R	105	83	1	189	220
North Ward (Quartier Nord)...	2	R	155	128	.....	283	340
“ “ “ “.....	2	R	130	110	1	241	281
West Ward (Quartier Ouest)....	3	R	165	131	1	297	945
“ “ “ “.....	3	R	156	133	2	291	
“ “ “ “.....	3	R	139	100	.....	239	
South Ward (Quartier Sud).....	4	R	150	127	1	278	314
“ “ “ “.....	4	R	177	150	1	328	364
“ “ “ “.....	4	R	125	137	.....	262	298
Streetsville.....	1	R	96	84	.....	180	223
“ “ “ “.....	1	R	83	60	.....	143	161
Bolton.....	1	R	86	74	2	162	200
“ “ “ “.....	1	R	81	65	.....	146	197
Port Credit.....	1	R	178	54	.....	232	293
“ “ “ “.....	1	R	154	67	.....	221	264
“ “ “ “.....	1	R	112	69	.....	181	238
TORONTO GORE							
Grahamsville.....	1	R	37	125	1	163	230
Castlemore.....	2	R	62	128	1	191	234
CHINGUACOUSY							
Norton's Corner.....	1	R	62	125	.....	187	228
Mayfield.....	2	R	77	113	.....	190	216
Sand Hill.....	3	R	89	137	.....	226	296
Huttonville.....	4	R	95	72	.....	167	189
“ “ “ “.....	4	R	103	60	.....	163	181
Alloa.....	5	R	70	141	.....	211	241
Cheltenham.....	6	R	56	93	.....	149	321
“ “ “ “.....	6	R	65	75	.....	140	
Westerfelt's Corner.....	7	R	62	94	1	157	161
“ “ “ “.....	7	R	48	92	.....	140	186
Victoria.....	8	R	101	137	.....	238	267
CALEDON							
Belfountain.....	1	R	61	156	.....	217	241
Inglewood.....	2	R	92	166	.....	258	299
Caledon East (Est).....	3	R	142	109	.....	251	305
Mono Mills.....	4	R	85	59	.....	144	180
Charleston.....	5	R	70	73	.....	143	346
“ “ “ “.....	5	R	43	115	.....	158	
Alton.....	6	R	91	68	1	160	189
“ “ “ “.....	6	R	90	61	.....	160	187
Cataract.....	7	R	53	115	.....	168	189
Melville Cross.....	8	R	72	70	.....	142	177
ALBION							
Macville.....	1	R	61	116	.....	177	239
Lockton.....	2	R	32	79	.....	111	145
Bolton Station.....	3	R	63	99	.....	162	235
Palgrave.....	4	R	79	54	1	134	193
“ “ “ “.....	4	R	69	42	1	112	158
Castlederg.....	5	R	42	54	.....	96	139
Caledon East (Est).....	6	R	97	102	.....	199	257
Mono Road.....	7	R	42	20	.....	62	88

PEEL—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Samuel Charters	William James Lowe			
TORONTO							
Centre Road.....	1	R	156	71		227	304
“.....	1	R	99	41		140	203
Erindale.....	2	R	75	62	2	139	225
“.....	2	R	67	66	1	134	163
Cooksville.....	3	R	95	76		171	270
“.....	3	R	97	70		167	260
“.....	3	R	103	63		166	251
Dixie.....M-Z	4	R	102	77	1	180	219
“.....A-Mc	4	R	157	102		259	316
Harris' Corner.....	5	R	70	45		115	148
“.....	5	R	89	58		147	202
Meadowville.....	6	R	55	77		132	164
“.....	6	R	59	48		127	177
Palestine.....	7	R	70	112		182	214
Malton.....	8	R	72	125	4	201	301
Clarkson.....	9	R	155	97		252	614
“.....	9	R	136	91		227	
Lorne Park.....A-J	10	R	116	73		189	258
“.....	10	R	122	75	3	200	265
Lakeview.....A-E	11	R	176	36	2	214	283
“.....F-M	11	R	160	63	2	225	317
“.....N-Z	11	R	195	56	1	252	337
Totals—Totaux.....	71		7,002	6,294	33	13,329	16,641

Majority for } Samuel Charters, 708.  
Majorité pour }



## PERTH NORTH (NORD)

Population—1921, 32,461

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Francis Wellington Hay	David McKenzie Wright			
STRATFORD CITY (CITÉ)							
Avon Ward (Quartier).....	1A	U	77	73		150	209
" " .....	1B	U	65	84	1	150	197
" " .....	2A	U	78	48		126	185
" " .....	2B	U	66	48		114	162
" " .....	3	U	90	80	3	173	229
" " .....	4	U	98	66	1	165	228
" " .....	5A	U	74	78		152	206
" " .....	5B	U	58	68		126	159
" " .....	6	U	109	89		198	284
Falstaff Ward (Quartier).....	1A	U	63	81		144	179
" " .....	1B	U	58	68		126	169
" " .....	2A	U	45	105	1	151	200
" " .....	2B	U	74	63		137	182
" " .....	3A	U	55	70	1	126	175
" " .....	3B	U	40	57	1	98	131
" " .....	4	U	97	88		185	226
" " .....	5	U	83	123		206	265
Hamlet Ward (Quartier).....	1A	U	67	64		131	178
" " .....	1B	U	52	71		123	192
" " .....	2A	U	97	104		201	284
" " .....	2B	U	58	74		132	164
" " .....	3	U	84	104		188	258
" " .....	4	U	101	105		206	273
Shakespeare Ward (Quartier)...	1A	U	66	57	1	124	205
" " .....	1B	U	51	55		106	164
" " .....	2A	U	52	51		103	153
" " .....	2B	U	79	58		137	207
" " .....	3A	U	70	56		126	179
" " .....	3B	U	46	48		94	144
" " .....	4	U	87	77		164	235
" " .....	5A	U	56	52		108	146
" " .....	5B	U	63	68		131	196
" " .....	6A	U	67	83		150	204
" " .....	6B	U	63	76		139	176
" " .....	7A	U	71	45		116	183
" " .....	7B	U	53	72		125	185
" " .....	8	U	78	82		160	200
Romeo Ward (Quartier).....	1	U	63	42		105	151
" " .....	2A	U	55	90		145	220
" " .....	2B	U	76	39		115	151
" " .....	3A	U	57	93		150	206
" " .....	3B	U	126	84		210	295
" " .....	4A	U	50	73		123	182
" " .....	4B	U	66	53		119	159
" " .....	5A	U	50	69		119	159
" " .....	5B	U	51	62		113	152
" " .....	6A	U	69	104		173	244
" " .....	6B	U	75	94		169	219
" " .....	7A	U	61	59		120	183
" " .....	7B	U	44	59	1	104	135
" " .....	8A	U	79	82		161	231
" " .....	8B	U	58	88	2	148	231
" " .....	9A	U	66	90		156	197
" " .....	9B	U	66	72		138	171
" " .....	10	U	48	49		97	113
" " .....	11A	U	96	84		180	245
" " .....	11B	U	49	71	1	121	178
" " .....	12	U	74	84		158	223
Advance (Provisoire).....		U	51	48		99	
North Easthope.....	1	R	126	21		147	193
" " .....	2	R	175	35		210	277
" " .....	3	R	80	61	1	142	186
" " .....	4	R	166	10		176	274

## PERTH NORTH (NORD)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Francis Wellington Hay	David McKenzie Wright			
STRATFORD CITY (CITÉ)—Con.							
North Easthope.....	5	R	73	24	1	98	121
Ellice.....	1	R	97	65		162	198
".....	2	R	30	61		91	157
".....	3	R	55	40		95	139
".....	4A	R	98	49		147	194
".....	4B	R	105	55		160	196
".....	5	R	66	60		126	157
".....	6	R	45	32		77	150
".....	7	R	92	73		165	193
".....	8	R	133	20		153	173
Mornington.....	1	R	99	61	1	161	206
".....	2	R	86	45	1	132	265
".....	3	R	83	114		197	273
".....	4	R	48	99		147	218
".....	5	R	170	31		201	236
".....	6	R	77	137		214	288
Elma.....	1	R	46	110		156	245
".....	2	R	101	81		182	215
".....	3	R	70	112		182	226
".....	4	R	79	145	2	226	263
".....	5	R	89	121		210	268
".....	6A	R	88	64		152	179
".....	6B	R	78	80		158	191
".....	7	R	35	29		64	106
".....	8A	R	108	105	4	217	254
".....	8B	R	49	48		97	116
Wallace.....	1	R	83	108		191	256
".....	2	R	126	92		218	271
".....	3	R	159	86		245	292
".....	4	R	54	35		89	126
".....	5	R	33	29		62	84
".....	6	R	126	83	2	211	263
LISTOWEL—							
Bismark Ward (Quartier)...	1A	R	82	80		162	222
".....	1B	R	89	76	1	166	213
Gladstone Ward (Quartier)...	2A	R	87	89		176	222
".....	2B	R	46	75		121	167
Victoria Ward (Quartier).....	3	R	109	102		211	223
Dufferin Ward (Quartier).....	4A	R	87	65		152	193
".....	4B	R	84	97		181	233
Lansdowne Ward (Quartier)...	5	R	111	96	1	208	277
Milverton.....	1A	R	149	111		260	306
".....	1B	R	143	104		247	282
Totals—Totaux.....	105	.....	8,236	7,596	27	15,859	21,144

Majority for } Francis Wellington Hay, 640.  
Majorité pour }



## PERTH SOUTH (SUD)

Population—1921, 18,382.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert S. Graham	Fred George Sanderson			
St. Mary's.....	1	R	127	52	3	182	230
".....	2	R	124	104		228	316
".....	3	R	85	105	2	192	225
".....	4	R	83	67		150	178
".....	5A	R	73	53	3	129	200
".....	5B	R	86	62		148	160
".....	6	R	124	62		186	222
".....	7	R	118	74		192	226
".....	8	R	115	71	1	187	237
".....	9A	R	94	33		127	166
".....	9B	R	85	54	1	140	196
".....	10	R	103	37		140	179
".....	11	R	119	54		173	198
MITCHELL							
North Ward (Quartier Nord)...	1	R	126	153		279	311
".....	1	R	112	66		178	224
South Ward (Quartier Sud)....	1	R	113	56		169	195
".....	1	R	103	74	1	178	206
West Ward (Quartier Ouest)....	1	R	152	101		253	293
Blanshard.....	1	R	66	70		136	162
".....	2	R	97	55		152	189
".....	3	R	121	37		158	207
".....	4	R	105	115		220	250
".....	5	R	73	90		163	217
".....	6	R	119	49		168	206
Hibbert.....	1	R	70	213	3	286	335
".....	2	R	73	123		196	239
".....	3	R	88	152		240	275
".....	4	R	73	139		212	249
South Easthope.....	1	R	33	166	3	202	301
".....	2	R	9	110		119	163
".....	3	R	29	96		125	144
".....	4	R	32	110		142	158
Tavistock.....	5	R	79	219		298	378
Downie.....	1	R	95	133	1	229	245
".....	2	R	31	176	1	208	232
".....	3	R	57	165		222	269
".....	4	R	63	126		189	212
".....	5	R	137	62		199	230
".....	6	R	89	109		198	246
Logan.....	1	R	114	77		191	239
".....	2	R	88	105		193	240
".....	3	R	75	141		216	251
".....	4	R	93	143		236	277
".....	5	R	43	103		146	173
".....	6	R	53	37		90	103
".....	7	R	69	75	1	145	179
Fullarton.....	1	R	30	122		152	181
".....	2	R	71	32		103	137
".....	3	R	49	77		126	165
".....	4	R	105	53		158	186
".....	5	R	62	85		147	177
".....	6	R	72	66		138	167
".....	7	R	46	57		103	121
Totals—Totaux.....	53	.....	4,451	4,966	20	9,437	11,466

Majority for } Fred George Sanderson, 515.  
Majorité pour }

## PETERBOROUGH WEST (OUEST)

Population—1921, 34,054

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph James Duffus	Edward Armour Peck			
Peterborough City (Cité).....	1	U	52	105		157	213
" " ".....	1A	U	46	60		106	131
" " ".....	2	U	61	78		139	158
" " ".....	2A	U	48	71	1	120	154
" " ".....	3	U	73	64		137	184
" " ".....	3A	U	38	65		103	147
" " ".....	4	U	89	72		161	198
" " ".....	4A	U	41	52		93	123
" " ".....	5	U	67	85		152	183
" " ".....	5A	U	55	64		119	158
" " ".....	6	U	56	90		146	194
" " ".....	6A	U	31	73		104	158
" " ".....	7	U	42	88		130	160
" " ".....	7A	U	42	88		130	166
" " ".....	8	U	40	124		164	204
" " ".....	8A	U	33	95		128	166
" " ".....	9	U	50	88		138	189
" " ".....	9A	U	49	77		126	148
" " ".....	10	U	37	78		115	170
" " ".....	10A	U	48	63		111	167
" " ".....	11	U	72	135	2	209	287
" " ".....	12	U	52	82		134	200
" " ".....	12A	U	47	64	2	113	166
" " ".....	13	U	46	90		136	207
" " ".....	13A	U	38	50		88	138
" " ".....	14	U	50	81		131	182
" " ".....	14A	U	49	66		115	164
" " ".....	15	U	56	101		157	216
" " ".....	16	U	47	99		146	214
" " ".....	16A	U	46	97		143	207
" " ".....	17	U	76	88	2	166	224
" " ".....	17A	U	44	89	2	135	179
" " ".....	18	U	40	102		142	186
" " ".....	18A	U	34	76		110	158
" " ".....	19	U	84	101		185	253
" " ".....	19A	U	43	78		121	157
" " ".....	20	U	86	77	1	164	226
" " ".....	20A	U	41	75		116	156
" " ".....	21	U	73	52		125	168
" " ".....	21A	U	28	51		79	137
" " ".....	22	U	46	70		116	159
" " ".....	22A	U	42	59	1	102	160
" " ".....	23	U	49	100		149	190
" " ".....	23A	U	77	70		147	213
" " ".....	24	U	118	79		197	264
" " ".....	24A	U	70	65	1	136	187
" " ".....	25	U	40	67		107	159
" " ".....	25A	U	41	64	8	113	148
" " ".....	26	U	48	79		127	190
" " ".....	26A	U	30	48		78	121
" " ".....	27	U	28	114		142	202
" " ".....	27A	U	29	63		92	128
" " ".....	28	U	36	114	3	153	202
" " ".....	28A	U	35	99		134	172
" " ".....	29	U	52	109		161	240
" " ".....	29A	U	51	27	1	79	119
" " ".....	30	U	49	76		125	197
" " ".....	30A	U	49	70		119	159
" " ".....	31	U	42	89		131	181
" " ".....	31A	U	45	91		136	205
" " ".....	32	U	71	105		176	256
" " ".....	33	U	52	82		134	169
" " ".....	33A	U	38	61		99	137
" " ".....	34	U	43	75		118	152
" " ".....	34A	U	39	77		116	158



PETERBOROUGH WEST (OUEST)—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph James Duffus	Edward Armour Peck			
Peterborough City (Cité) . . . . .	35	U	45	99	.....	144	205
“ “ . . . . .	35A	U	57	58	.....	115	154
“ “ . . . . .	36	U	59	72	.....	131	172
“ “ . . . . .	36A	U	75	77	.....	152	195
“ “ . . . . .	37	U	97	77	1	175	235
“ “ . . . . .	37A	U	44	84	.....	128	179
“ “ . . . . .	38	U	89	118	7	214	287
Silver Lake . . . . .	39	R	5	10	.....	15	25
Union Creek . . . . .	40	R	50	34	.....	84	103
Mount Irwin . . . . .	41	R	49	22	.....	71	83
Black Lake Cavendish . . . . .	42	R	9	8	.....	17	24
Catchacoma, Cavendish . . . . .	42A	R	3	4	.....	7	8
Lakehurst, Harvey . . . . .	43	R	66	47	.....	113	134
Nogies Creek, Harvey . . . . .	44	R	46	48	.....	94	160
Hall Bridge, Harvey . . . . .	45	R	61	99	1	161	202
Ennismore . . . . .	46	R	179	28	.....	207	267
“ “ . . . . .	47	R	84	18	.....	102	124
Smith . . . . .	48	R	72	89	.....	161	228
“ “ . . . . .	48A	R	63	78	.....	141	208
“ “ . . . . .	49	R	44	63	.....	107	129
“ “ . . . . .	49A	R	82	68	.....	150	198
“ “ . . . . .	50	R	43	134	.....	177	229
“ “ . . . . .	51	R	84	108	1	193	296
“ “ . . . . .	52	R	82	105	.....	187	217
Monaghan North (Nord) . . . . .	53	R	69	81	.....	150	183
“ “ . . . . .	54	R	78	106	2	186	239
“ “ . . . . .	54A	R	41	105	2	148	185
“ “ . . . . .	55	R	85	132	.....	217	304
“ “ . . . . .	55A	R	38	114	.....	152	226
“ “ . . . . .	56	R	36	115	.....	151	219
“ “ . . . . .	57	R	70	104	.....	174	256
Lakefield . . . . .	58	R	109	186	.....	295	343
“ “ . . . . .	59	R	121	202	2	325	395
Douro . . . . .	60	R	42	103	.....	145	205
“ “ . . . . .	61	R	195	35	.....	230	269
“ “ . . . . .	62	R	135	7	1	143	157
“ “ . . . . .	63	R	82	97	1	180	231
Otonabee . . . . .	64	R	40	54	.....	94	136
“ “ . . . . .	65	R	152	49	.....	201	269
“ “ . . . . .	66	R	135	101	.....	236	292
“ “ . . . . .	67	R	94	43	.....	137	185
“ “ . . . . .	68	R	99	65	.....	164	196
“ “ . . . . .	69	R	114	104	3	221	272
“ “ . . . . .	70	R	73	62	1	136	171
“ “ . . . . .	71	R	107	109	.....	216	255
Monaghan South (Sud) . . . . .	72	R	69	110	.....	179	240
“ “ . . . . .	73	R	73	94	.....	167	238
Advance (Provisoire) . . . . .		U	10	21	.....	31	
Totals—Totaux . . . . .	113		6,825	8,934	46	15,805	21,192

Majority for  
Majorité pour } Edward Armour Peck, 2,109.

## PORT ARTHUR-THUNDER BAY

Population—1921, 27,158

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Donald James Cowan  C	Alexan- der Jarvis Mc- Comber  L	Albert Edward Smith  R			
Port Arthur City (Cité).....	1	U	50	44	4		98	158
“ “ .....	1A	U	56	64	2		122	183
“ “ .....	1B	U	66	21	6		93	157
“ “ .....	2	U	58	48	4		110	174
“ “ .....	2A	U	40	32	10		82	159
“ “ .....	2B	U	58	27	8		93	146
“ “ .....	3	U	54	57	22		133	218
“ “ .....	3A	U	42	52	11		105	161
“ “ .....	3B	U	43	33	20		96	170
“ “ .....	4	U	52	37	20	1	110	171
“ “ .....	4A	U	39	25	16		80	151
“ “ .....	5	U	76	50	26	2	154	246
“ “ .....	5A	U	58	49	24	2	133	198
“ “ .....	6	U	74	56	31	1	162	271
“ “ .....	6A	U	66	39	31		136	224
“ “ .....	7	U	64	29	22		115	201
“ “ .....	7A	U	51	30	24		105	198
“ “ .....	8	U	57	32	44	1	134	236
“ “ .....	8A	U	53	16	38		107	189
“ “ .....	8B	U	38	14	26		78	135
“ “ .....	9	U	108	36	7		151	203
“ “ .....	9A	U	61	32	12		105	150
“ “ .....	9B	U	76	34	7		117	168
“ “ .....	10	U	78	35	14		127	183
“ “ .....	10A	U	80	39	16		135	198
“ “ .....	10B	U	89	37	10		136	198
“ “ .....	11	U	89	25	32		146	264
“ “ .....	11A	U	50	33	40		123	199
“ “ .....	11B	U	47	21	26		94	157
“ “ .....	12	U	73	33	51		157	268
“ “ .....	12A	U	77	14	21	1	113	217
“ “ .....	12B	U	57	12	21		90	149
“ “ .....	13	U	102	59	15		176	263
“ “ .....	13A	U	88	43	12		143	203
“ “ .....	14	U	102	39	36		177	263
“ “ .....	14A	U	115	43	25		183	267
“ “ .....	15	U	69	44	53		166	259
“ “ .....	15A	U	50	21	38	2	111	174
“ Advance (Prov.).....		U	27	27	6		60	
McIntyre.....	16	R	27	59	11		97	133
“ .....	17	R	20	19	18		57	102
“ .....	18	R	26	6	15		47	84
“ .....	19	R	15	27	27		69	103
McGregor.....	20	R	18	5	17		40	63
McIntyre.....	21	R	49	9	11		69	110
Gorham.....	23	R	55	28	66		149	206
Pass Lake.....	25	R	1	1	5		7	22
Loon.....	26	R	17	8	0		25	32
Pearl.....	27	R	5	7	0		12	17
Dorion.....	29	R	15	35	12	1	63	117
“ .....	30	R	33	39	10	1	83	119
Hurkett.....	31	R	36	24	16		76	115
Sterling.....	32	R	7	11	1		19	36
Everard.....	33	R	13	10	1		24	44
Cavers.....	36	R	8	10	1		19	28
Rosspport.....	38	R	17	28	4		49	69
Schreiber.....	39	R	89	85	24	5	203	311
“ .....	40	R	104	63	30		197	309
“ Advance (Prov.).....		R	38	54	12		104	
Amyot.....	41	R	1	3	1		5	16
Jackfish.....	42	R	8	16	9		33	80
Port Caldwell.....	43	R	16	41	5		62	81
Heron Bay.....	44	R	5	2	0		7	21
Mobert.....	45	R	3	10	2		15	25
Bertrand.....	45A	R	8	14	0		22	32



## PORT ARTHUR-THUNDER BAY—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Donald James Cowan	Alexan- der Jarvis Mc- Comber	Albert Edward Smith			
White River.....	46	R	40	40	15		95	150
Michipicoten Harbour.....	47	R	3	2	1		6	16
Silver Island.....	49	R	2	5	0		8	21
Nipigon.....	52	R	131	51	33	5	220	340
Hydro.....	53	R	68	49	4	3	124	199
Virgin Falls.....	54	R	7	0	3		10	35
Orient Bay.....	55	R	2	7	0		9	19
MacDiarmid.....	56	R	42	21	12	1	76	130
Jellicoe.....	57	R	17	23	3		43	51
Long Lac.....	58	R	26	13	3		42	61
Hornepayne.....	59	R	75	50	2	1	128	224
“.....	59A	R	70	50	9	3	132	220
“ Advance (Prov.).....		R	17	6	1		24	
Nakina.....	61	R	31	36	4	3	74	164
“.....	61A	R	28	37	9	1	75	160
“ Advance (Provisoire).....		R	12	26	2		40	
Pagwa.....	62	R	8	5	1		14	30
Kaministiquia.....	65	R	47	4	16		67	94
Raith.....	68	R	1	16	0		17	25
James.....	69	R	3	0	0		3	7
Larson.....	70	R	24	0	0		24	32
Graham.....	71	R	1	22	0		23	34
Quorn.....	72	R	2	6	0		8	14
Tannin.....	73	R	5	14	4		23	27
Valora.....	74	R	2	3	2		7	11
Watcombe.....	75	R	2	3	0		5	15
Alcona.....	76	R	10	5	0	1	16	18
Superior Junction.....	77	R	1	4	0		5	12
Sioux Lookout.....	78	R	78	101	29		208	322
“.....	78A	R	60	114	35		209	352
“.....	78B	R	75	72	31	2	180	254
“ Advance (Prov.).....		R	11	37	6		54	
North Pines.....	79	R	10	6	0		16	17
Hudson.....	80	R	38	16	3	2	59	109
McDougall's Mills.....	81	R	47	34	9		90	115
Smith.....	82	R	19	3	0		22	41
Bucke.....	83	R	2	15	1		18	27
Allanwater.....	84	R	51	31	2		84	117
Collins.....	85	R	2	0	2		4	19
Armstrong.....	86	R	14	37	6	1	58	77
Tashota.....	87	R	16	4	0		20	54
Minnitaki Lake.....	89	R	52	25	5		112	180
Totals—Totaux.....	107		4,349	2,990	1,382	40	8,761	13,605

Majority for } Donald James Cowan over (sur) { Alexander Jarvis McComber, 1,359.  
Majorité pour } { Albert Edward Smith, 2,967.

## PRESCOTT

Population—1921, 26,478

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Louis Mathias Auger	Gustave Evanturel	Hiram Horton Kirby	Raoul Labrosse				
Alfred.....	1	R	10	210	10	4	4	238	262	
“.....	1	R	19	213	8	8	3	251	262	
“.....	2	R	12	106	5	0	0	123	140	
“.....	3	R	39	130	16	4	1	190	220	
“.....	4	R	51	113	4	8	2	178	199	
“.....	4	R	71	116	3	8	4	202	230	
“.....	5	R	55	83	0	2	0	140	158	
Caledonia.....	1	R	19	100	23	0	0	142	189	
“.....	2	R	19	29	49	5	0	102	148	
“.....	2	R	42	21	39	4	0	106	146	
“.....	3	R	32	36	2	6	0	76	91	
“.....	3	R	93	45	4	3	1	146	167	
“.....	4	R	5	1	74	4	0	84	96	
“.....	5	R	42	15	2	3	3	65	70	
Hawkesbury East (Est).....	1	R	55	38	72	11	0	176	225	
“.....	2	R	28	19	61	6	0	114	140	
“.....	3	R	102	37	20	51	0	210	273	
“.....	3	R	71	26	18	23	2	140	191	
“.....	4	R	13	3	98	11	0	125	172	
“.....	4	R	11	5	95	20	1	132	181	
“.....	5	R	75	57	18	18	0	168	198	
“.....	5	R	83	44	18	18	0	163	225	
“.....	6	R	14	41	59	0	0	114	145	
“.....	6	R	19	76	55	6	0	156	202	
Hawkesbury West (Ouest).....	1	R	71	9	84	0	0	164	220	
“.....	1	R	80	11	45	0	1	137	165	
“.....	2	R	23	24	51	10	0	108	170	
“.....	2	R	12	14	57	16	0	99	144	
“.....	3	R	10	5	131	7	0	153	219	
Longueuil.....	1	R	23	88	4	11	0	126	155	
“.....	2	R	11	43	55	5	0	114	144	
“.....	2	R	37	66	23	5	0	131	169	
Plantagenet North (Nord).....	1	R	45	43	18	1	1	108	123	
“.....	2	R	29	69	13	1	0	112	123	
“.....	3	R	84	67	16	1	0	168	172	
“.....	3	R	95	75	28	1	0	199	213	
“.....	4	R	91	24	19	6	0	140	160	
“.....	4	R	83	49	16	1	0	149	157	
“.....	5	R	53	40	36	3	0	132	178	
“.....	6	R	13	39	60	0	2	114	127	
“.....	7	R	61	177	3	0	3	244	290	
Plantagenet South (Sud).....	1	R	56	15	31	3	0	105	131	
“.....	1	R	48	12	54	18	0	132	175	
“.....	2	R	59	1	24	0	0	84	119	
“.....	2	R	23	1	69	13	0	106	161	
“.....	3	R	57	2	30	0	1	90	143	
“.....	3	R	36	2	25	2	0	65	117	
“.....	4	R	98	60	5	2	3	168	185	
“.....	4	R	62	19	8	1	3	93	122	
“.....	5	R	92	55	5	7	1	160	193	
“.....	5	R	43	53	1	3	0	100	126	
Hawkesbury Town (Ville).....	1	U	98	31	9	1	2	141	192	
“.....	1	U	87	24	6	2	0	119	151	
“.....	2	U	164	43	9	0	2	218	267	
“.....	2	U	106	40	14	0	2	156	198	
“.....	3	U	150	12	37	5	0	204	285	
“.....	3	U	147	17	43	10	1	218	274	
“.....	4	U	151	48	21	0	0	220	292	
“.....	4	U	96	31	26	2	27	182	254	
“.....	5	U	72	13	69	0	4	158	205	
“.....	5	U	58	17	75	2	2	154	209	
“.....	6	U	71	14	51	1	1	138	194	
“.....	6	U	119	8	55	0	1	183	236	
L'Orignal.....	1	R	27	30	12	24	0	93	114	
“.....	1	R	31	45	23	30	0	129	150	



PRESCOTT—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural.	Louis Mathias Auger	Gustave Evanturel	Hiram Horton Kirby	Raoul Labrosse					
L'Original.....	2	R	8	41	16	10				75	98
".....	2	R	31	59	7	14		1		112	137
Vankleek Hill.....	1	R	29	7	37	26				99	130
".....	1	R	16	7	76	30		1		130	152
".....	2	R	4	2	56	15		1		78	96
".....	2	R	3	6	87	48				144	170
".....	3	R	4	6	54	35				99	132
".....	3	R	5	6	57	40				108	147
Totals—Totaux.....	73	.....	3,846	3,134	2,504	635		81		10,200	12,814

Majority for  
Majorité pour

} Louis Mathias Auger over (sur)

{ Gustave Evanturel, 712.  
Hiram Horton Kirby, 1,342.  
Raoul Labrosse, 3,211.

## PRINCE EDWARD—LENNOX.

Population 1921, 25,843

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Henry Herbert Horsey	John Hubbs.			
Ameliasburg.....	A-M 1	R	57	111	1	169	228
".....	N-Z 1	R	29	64		93	108
".....	A-M 2	R	49	120		169	211
".....	N-Z 2	R	51	80		131	174
".....	A-M 3	R	58	80		138	185
".....	N-Z 3	R	40	41		81	111
".....	A-M 4	R	46	119		165	210
".....	N-Z 4	R	29	54		83	103
".....	A-M 5	R	39	97		136	166
".....	N-Z 5	R	61	39		100	123
Hillier.....	1	R	102	87		189	232
".....	2	R	81	123	1	205	269
".....	3	R	43	126		169	197
".....	4	R	104	79		183	221
Hallowell.....	1	R	131	90		221	284
".....	2	R	49	55		104	131
".....	3	R	138	77	1	216	277
".....	A-M 4	R	80	138		218	275
".....	N-Z 4	R	61	52		113	149
".....	5	R	57	73		130	177
".....	A-M 6	R	117	63		180	221
".....	N-Z 6	R	69	27		96	106
Wellington.....	A-M 1	R	71	94	2	167	188
".....	N-Z 1	R	39	69		108	125
".....	A-M 2	R	93	80		179	208
".....	N-Z 2	R	44	72		116	133
Bloomfield.....	A-M 1	R	127	106	3	236	269
".....	N-Z 1	R	84	56	1	141	169
Sophasburg.....	1	R	107	117	1	225	278
".....	A-M 2	R	80	49		129	162
".....	N-Z 2	R	68	33	1	102	128
".....	3	R	118	97	1	216	266
".....	4	R	130	79		209	251
Athol.....	A-M 1	R	91	84		175	224
".....	N-Z 1	R	53	61		114	158
".....	2	R	125	68		193	217
".....	3	R	39	49		88	102
Marysburg South (Sud).....	1	R	63	116		179	232
".....	2	R	85	96		181	222
".....	3	R	83	104		188	223
"..... North (Nord).....	1	R	107	108	1	215	258
".....	2	R	93	70		163	196
".....	3	W	110	81		191	206
Picton.....	A-M 1	R	77	115	3	195	247
".....	N-Z 1	R	41	69		110	130
".....	A-M 2	R	73	117		190	233
".....	N-Z 2	R	51	87		138	161
".....	A-M 3	R	66	105	1	172	208
".....	N-Z 3	R	74	77	1	152	199
".....	A-M 4	R	84	107		191	221
".....	N-Z 4	R	57	57	3	117	146
".....	5	R	84	105		189	245
".....	6	R	99	137		236	282
".....	A-M 7	R	101	132	1	234	251
".....	N-Z 7	R	32	80		112	141
Adolphustown.....	1	R	99	93	1	193	238
".....	2	R	32	36		68	75
Amherst Island.....	1	R	102	92		194	289
".....	2	R	62	41		103	162
Fredericksburg North (Nord).....	1	R	105	103		208	234
".....	A-M 2	R	72	85	2	159	197
".....	N-Z 2	R	51	23		74	85
".....	A-M 3	R	86	104		190	225
".....	N-Z 3	R	60	82	1	143	163



PRINCE EDWARD—LENNOX.—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeur sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Henry Herbert Horsey	John Hubbs.			
Fredericksburg South (Sud) A-M	1	R	72	86	.....	158	203
“ “ “ N-Z	1	R	34	45	.....	79	102
“ “ “	2	R	108	116	.....	224	287
Richmond.....	1	R	81	103	1	185	214
“ “ “	2	R	92	108	1	201	237
“ “ “ A-M	3	R	90	96	.....	186	213
“ “ “ N-Z	3	R	39	54	.....	93	113
“ “ “	4	R	61	84	.....	145	161
“ “ “ A-M	5	R	58	85	1	144	180
“ “ “ N-Z	5	R	31	61	.....	92	118
NAPANEE							
West Ward (Quartier Ouest) A-M	1	R	70	116	.....	186	237
“ “ “ N-Z	1	R	30	68	.....	98	128
“ “ “ A-M	2	R	88	132	.....	220	277
“ “ “ N-Z	2	R	70	112	1	183	236
Centre Ward (Quartier Centre) A-M	1	R	72	108	.....	180	280
“ “ “ N-Z	1	R	60	63	.....	123	180
“ “ “ A-M	2	R	109	149	.....	258	380
“ “ “ N-Z	2	R	63	63	1	127	208
East Ward (Quartier East) A-M	1	R	114	92	.....	206	270
“ “ “ N-Z	1	R	48	61	.....	109	145
Totals—Totaux.....	84	.....	6,199	7,139	31	13,369	16,674

Majority for } John Hubbs, 940.  
Majorité pour }

## RENFREW NORTH (NORD)

Population 1921, 27, 079.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Ira Delbert Cotnam.	William Robert Kirk.	Matthew McKay.			
Airy.....	1	R	179	3	63		245	294
Alice and Fraser.....	2	R	33	84	66	1	184	261
".....	3	R	52	16	65		133	196
".....	4	R	37	41	134		212	286
".....	5	R	62	49	37	1	149	194
North Algona.....	6	R	67	32	78		177	206
".....	7	R	19	18	5		42	63
South Algona.....	8	R	51	45	87	1	184	213
".....	9	R	12	6	99	1	118	140
Bromley.....	10	R	12	82	86		180	204
".....A-K	11A	R	48	54	28		130	161
".....L-Z	11B	R	63	66	96		225	263
".....	12	R	12	35	33		80	93
".....	13	R	41	53	29	4	127	148
Cobden.....A-K	14A	R	104	17	29	1	151	178
".....L-Z	14B	R	102	19	33		154	202
Cameron.....	15	R	29	2	66		97	129
Clara & Fitzgerald.....	16	R	54	6	8		68	95
Deacon, Anglin & Dickson.....	17	R	9	0	14		23	35
Eganville.....	18	R	144	19	61		224	270
Edgar, White, Niven, Barron, Guthrie, Stratton & Master.	19	R	7	4	28		39	73
Head & Bronson.....	20	R	51	0	59		110	133
Indian Reserve (Golden Lake)	21	R	5	0	2		7	11
Maria.....	22	R	13	0	16		29	41
Murchison, Dickens, Preston, Clancy, Lyell, Madawaska..	23	R	144	3	61	1	209	289
Pembroke Town (Ville).....	24A	U	124	1	50		175	261
".....	24B	U	103	2	101	1	207	318
".....	24C	U	149	8	75	1	233	345
".....	24D	U	82	3	86		171	252
".....	24E	U	123	8	73	2	206	326
".....	24F	U	144	3	100		247	377
".....	24G	U	103	4	41		148	229
".....	25A	U	53	4	71		128	224
".....	25B	U	121	4	108	2	235	359
".....	25C	U	91	1	102		194	293
".....	25D	U	89	8	162		259	420
".....	25E	U	95	0	108		203	334
".....	25F	U	59	5	73	1	138	215
".....	26A	U	67	9	106		182	287
".....	26B	U	62	2	90		154	214
".....	26C	U	84	4	144	1	233	372
".....	26D	U	63	9	166		238	345
".....	26E	U	47	4	97		148	242
".....	26F	U	65	2	71	1	139	206
".....	26G	U	86	3	142		231	320
".....	26H	U	53	2	74		129	170
Pembroke Township.....	27	R	102	37	35		174	229
Petawawa.....	28	R	74	7	105		186	230
".....	29	R	33	33	82		148	182
Rolph, Buchanan & Wylie.....	30	R	66	13	53		132	183
".....	31A	R	81	26	36		143	186
".....	31B	R	99	8	46		153	195
Ross.....	32	R	83	65	5		153	219
".....A-K	33	R	47	114	3		164	217
".....L-Z	33	R	57	80	6		143	191
".....	34	R	58	112	11	1	182	272
Stafford.....	35	R	102	136	7		245	281
".....	36	R	28	77	44		149	191
".....	37	R	65	12	76		153	170
Sabine.....	38	R	30	1	16		47	74
Westmeath.....A-K	39A	R	112	108	44	1	265	326
".....L-Z	39B	R	102	71	38		211	265
".....	40	R	95	68	9		172	232



## RENFREW NORTH (NORD)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Ira Delbert Cotnam.	William Robert Kirk.	Matthew McKay.			
Westmeath.....A-K	41A	R	45	34	39	.....	118	161
".....L-Z	41B	R	44	44	75	1	164	259
".....	42	R	101	93	0	.....	194	227
".....	43	R	22	34	98	1	155	216
Wilberforce.....	44	R	56	125	35	1	217	271
".....	45	R	87	109	14	.....	210	257
".....	46	R	85	31	44	.....	160	205
".....	47	R	51	40	44	.....	135	165
Fraser.....	48	R	9	2	0	.....	11	16
Totals—Totaux.....	72	.....	4,947	2,220	4,288	24	11,479	15,707

Majority for } Ira Delbert Cotnam over (sur) { Matthew McKay 659.  
Majorité pour } William Robert Kirk, 2,727.

## RENFREW SOUTH (SUD)

Population 1921, 27,061.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John F. Gibbons.	Martin James Maloney.	Joseph Lawrence Murray.			
Admaston.....	1	R	77	39	49		165	218
".....	2	R	108	39	62		209	241
".....	3	R	6	54	100		160	199
".....	4	R	108	10	11	1	130	171
".....	5	R	11	35	37		83	103
".....	6	R	1	6	25		32	37
ARNPRIOR TOWN (VILLE)								
Centre Ward (Quartier Centre)	7	R	1	121	85		207	282
".....	8	R	13	107	42		162	235
North Ward (Quartier Nord)	9	R	4	71	69	1	145	168
".....	9A	R	3	59	64		126	172
".....	10	R	10	105	58	1	174	225
".....	11	R	6	127	57	5	195	242
South Ward (Quartier Sud)..	12	R	10	87	93		190	268
".....	13	R	3	93	66		162	245
".....	13A	R	5	100	71		176	208
".....	14	R	6	143	64		213	332
".....	15	R	6	114	60	4	184	232
Bagot & Blythfield.....	16	R	19	80	72	2	173	198
".....	16A	R	19	62	51		132	154
Bagot.....	17	R	23	15	17		55	63
".....	18	R	7	32	22	1	62	65
".....	19	R	4	40	32		76	83
".....	20	R	12	8	27		47	51
Brougham.....	21	R	5	50	54		109	126
".....	22	R	1	7	62	2	72	77
".....	23	R	2	34	13		49	54
Braeside.....	24	R	16	66	70		152	188
".....	24A	R	14	48	50		112	135
Brudenell.....	25	R	7	88	99		194	239
".....	26	R	23	37	21	2	83	125
Eganville.....	27	R	1	174	83		258	312
Grattan.....	28	R	25	164	62	1	252	278
".....	29	R	14	90	50		154	165
".....	30	R	7	129	58		194	240
".....	31	R	18	91	26	3	138	162
Griffith.....	32	R	1	33	29		63	74
Hagarty & Old Killaloe.....	33	R	19	84	101		204	293
Hagarty and Richards.....	34	R	1	31	20		52	66
Hagarty.....	35	R	5	68	92		165	215
".....	36	R	0	41	88		129	156
".....	37	R	1	37	11		49	60
Hagarty and Richards.....	38	R	3	41	42		86	93
Horton.....	39	R	131	89	47	1	268	313
".....	40	R	45	30	67		142	163
".....	41	R	100	24	19		143	172
Killaloe Station.....	42	R	3	160	96		259	291
Lynedoch.....	43	R	22	29	88	4	143	199
Matawatchan.....	44	R	38	47	45		130	155
McNab.....	45	R	80	48	29		157	191
".....	46	R	120	29	27		176	250
".....	47	R	73	67	45	1	186	229
".....	48	R	65	48	27		140	175
".....	49	R	68	39	42		149	199
Mansfield.....	50	R	4	52	93		149	178
".....	50A	R	11	80	88		179	237
McNab.....	51	R	53	3	2		58	60
Radcliffe.....	52	R	8	78	83		169	252
Raglan.....	53	R	10	73	123		206	250
".....	54	R	1	19	2		22	37
".....	55	R	12	19	17		48	77



RENFREW SOUTH (SUD)—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots Bulletins rejetés	Total vote Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John F. Gibbons.	Martin James Maloney	Joseph Lawrence Murray.			
RENFREW TOWN (VILLE)								
South Ward (Quartier Sud)....	56	R	8	88	132	.....	228	297
“ “ .....	57	R	17	75	102	.....	194	248
“ “ .....	58	R	29	82	95	.....	206	248
“ “ .....	59	R	26	97	106	.....	229	270
Centre Ward (Quartier Centre)	60	R	39	82	90	1	212	350
“ “ .....	61	R	29	46	133	1	209	344
“ “ .....	62	R	43	76	118	1	238	375
“ “ .....	63	R	29	57	84	.....	170	350
North Ward (Quartier Nord) ..	64	R	33	81	99	.....	213	244
“ “ .....	65	R	23	66	85	.....	174	240
“ “ .....	66	R	30	75	117	.....	222	244
“ “ .....	67	R	26	83	121	.....	230	286
Sebastopol.....	68	R	3	75	53	.....	131	156
“ .....	69	R	6	44	38	.....	88	96
Sherwood, Jones & Burns.....	70	R	4	86	93	.....	183	233
“ “ .....	71	R	6	105	88	.....	199	218
“ “ .....	72	R	1	67	89	3	160	181
“ “ .....	73	R	2	128	138	.....	268	313
Totals—Totaux.....	78	.....	1,823	5,207	4,986	35	12,051	15,310

Majority for } Martin James Maloney over (sur) { Joseph Lawrence Murray, 221.  
Majority pour } John F. Gibbons, 3,384.

## RUSSELL

Population 1921, 43, 413.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alfred Goulet.  L	Wilfrid Thivierge.  U			
OTTAWA CITY (CITÉ).							
Advance (Provisoire).....	1	U	1	1		2	
Rideau Ward (Quartier Rideau)	266A	U	47	46		93	163
" " " "	266B	U	17	59		76	159
" " " "	267	U	58	100	4	162	254
" " " "	268A	U	37	73	1	111	173
" " " "	268B	U	30	67		97	167
" " " "	269	U	88	91	1	180	278
" " " "	270A	U	58	21		79	158
" " " "	270B	U	52	23		75	174
" " " "	271	U	101	54	1	156	256
" " " "	272	U	95	44	1	140	239
" " " "	273	U	99	20		119	235
" " " "	274	U	125	29		154	273
" " " "	275	U	51	64		115	175
" " " "	276	U	51	81		132	245
Eastview Town (Ville).....	1A	U	59	6	1	66	165
" " " "	1B	U	26	61		87	148
" " " "	2A	U	101	24		125	204
" " " "	2B	U	91	41		132	216
" " " "	3A	U	80	31	1	112	176
" " " "	3B	U	77	32		109	161
" " " "	4A	U	92	22		114	182
" " " "	4B	U	88	12		100	150
" " " "	5A	U	188	18		206	290
" " " "	5B	U	168	23	2	193	272
" " " "	6A	U	138	15	1	154	194
" " " "	6B	U	175	12		187	233
" " " "	6C	U	112	9		121	201
Rockland Town (Ville).....	1A	R	153	18	2	173	194
" " " "	1B	R	112	14	7	133	170
" " " "	1C	R	107	19	1	127	226
" " " "	2A	R	122	17	2	141	188
" " " "	2B	R	129	21	3	153	175
" " " "	2C	R	129	29	2	160	228
" " " "	3A	R	167	5	2	174	211
" " " "	3B	R	119	17	3	139	164
Casselman.....	1A	R	159	18		177	229
" " " "	1B	R	190	12		202	256
Cambridge.....	1A	R	74	10	1	85	125
" " " "	1B	R	119	16		135	187
" " " "	2A	R	85	2	1	88	124
" " " "	2B	R	88	28		116	168
" " " "	3A	R	102	9		111	129
" " " "	3B	R	51	16		67	174
" " " "	4	R	108	7		115	252
" " " "	5	R	62	9		71	159
" " " "	6	R	76	1		77	118
Clarence.....	1A	R	105	69	1	175	408
" " " "	1B	R	106	55		161	
" " " "	2A	R	95	5		100	119
" " " "	2B	R	159	6		165	191
" " " "	3	R	62	69		131	193
" " " "	4	R	128	13		141	177
" " " "	5	R	122	79		201	244
" " " "	6	R	142	2	1	145	167
" " " "	7	R	64	8		72	108
" " " "	8	R	103	19	1	123	143
" " " "	9	R	95	11		106	144
" " " "	10	R	49	13		62	106
" " " "	11	R	82	25		107	134
" " " "	12	R	77	28		105	113
Cumberland.....	1A	R	53	65		118	180
" " " "	1B	R	64	62		126	190



RUSSELL.—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alfred Goulet.	Wilfrid Thivierge.			
Cumberland.....	2	R	33	48		81	124
".....	3	R	117	8	2	127	160
".....	4A	R	33	53		86	139
".....	4B	R	29	83		112	161
".....	5	R	32	11		43	83
".....	6A	R	26	59		85	159
".....	6B	R	40	60		100	176
".....	7	R	76	30		106	134
".....	8	R	77	79		156	224
".....	9	R	106	53		159	207
".....	10	R	37	11		48	60
Gloucester.....	1A	R	90	25		115	173
".....	1B	R	105	19		124	173
".....	2	R	133	56	1	190	276
".....	3A	R	69	100		169	256
".....	3B	R	63	103	2	168	301
".....	4A	R	55	116		171	181
".....	4B	R	29	55		84	165
".....	5	R	62	59		121	207
".....	6	R	56	80		136	197
".....	7	R	12	42		54	123
".....	8	R	18	79	3	100	283
".....	9	R	59	52		111	185
".....	10A	R	58	36		94	142
".....	10B	R	62	43		105	185
".....	11	R	79	34		113	194
".....	12A	R	86	88	3	177	201
".....	12B	R	50	71		121	238
".....	13	R	38	28		66	113
".....	14	R	70	30		100	138
".....	15	R	124	57		181	211
".....	16A	R	60	48		108	159
".....	16B	R	44	55		99	143
Osgoode.....	1	R	49	76		125	157
".....	2	R	92	9	2	103	163
".....	3	R	32	57		89	143
".....	4A	R	33	104		137	195
".....	4B	R	8	80		88	130
".....	5	R	30	51		81	133
".....	6	R	34	71		105	244
".....	7	R	54	30		84	146
".....	8	R	10	81		91	146
".....	9	R	51	80		131	235
".....	10	R	71	64		135	253
".....	11	R	30	26		56	216
".....	12	R	15	73	1	89	273
".....	13	R	37	82		119	181
Russell.....	1	R	40	18		58	150
".....	2	R	27	59		86	197
".....	3A	R	16	75		91	151
".....	3B	R	35	64		99	176
".....	4	R	7	67		74	163
".....	5	R	34	12		46	110
".....	6	R	41	5		46	130
".....	7	R	82	10		92	173
".....	8A	R	69	15		84	197
".....	8C	R	67	10		77	156
".....	8B	R	65	8		73	181
".....	9	R	42	2		44	127
Totals—Totaux.....	122		9,062	4,876	54	13,992	22,032

Majority for  
Majorité pour } Alfred Goulet, 4,186.

## SIMCOE EAST (EST)

Population—1921, 37, 122

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Fred W. Grant  L	Alfred Burke Thompson  C			
On a recount (Sur un nouveau dépouillement)							
Coldwater.....	1	R	50	78		128	166
“.....	2	R	66	82		148	192
Matchedash.....	3	R	71	94		165	204
“.....	4	R	8	23		31	71
Medonte.....	5	R	54	61	3	118	149
“.....	6	R	40	60		100	111
“.....	7	R	88	36		124	163
“.....	8	R	87	74		161	219
“.....	9	R	57	28		85	110
“.....	10	R	52	42		94	108
“.....	11	R	38	36		74	95
“.....	12	R	58	46		104	142
“.....	13	R	38	50		88	136
“.....	14	R	20	94		114	145
“.....	15	R	16	81		97	141
“.....	16	R	32	52		84	135
Midland.....	17	U	57	62		119	176
“.....	18	U	86	74		160	240
“.....	19	U	83	80		163	239
“.....	20	U	89	84	1	174	255
“.....	21	U	96	69		165	239
“.....	21A	U	56	48		104	141
“.....	22	U	71	54		125	167
“.....	23	U	82	63		145	204
“.....	24	U	87	62	1	150	184
“.....	25	U	97	67		164	214
“.....	26	U	85	77		162	265
“.....	27	U	67	37	2	106	169
“.....	28	U	95	56	2	153	235
“.....	29	U	101	56	2	159	248
“.....	30	U	89	58		147	252
“.....	31	U	64	80	1	145	220
“.....	32	U	82	67	3	152	215
“.....	33	U	81	108		189	272
“.....	34	U	64	47		111	167
“.....	35	U	82	114		196	300
“.....	35A	U	67	88		155	230
“.....	35B	U	43	77		120	192
Orillia Town (Ville).....	36	U	64	106		170	225
“.....	37	U	58	99		157	214
“.....	38	U	71	97		168	244
“.....	39	U	83	75		158	210
“.....	40	U	89	123	2	214	284
“.....	41	U	96	140	2	238	291
“.....	42	U	66	99	1	166	216
“.....	43	U	82	94		176	239
“.....	44	U	63	78		141	174
“.....	45	U	53	62		115	171
“.....	46	U	68	80	1	149	193
“.....	47	U	47	82	2	131	184
“.....	48	U	45	90		135	192
“.....	49	U	47	88	1	136	198
“.....	50	U	86	109	1	196	240
“.....	51	U	86	82	1	169	231
“.....	52	U	89	66	1	156	206
“.....	53	U	65	99		164	231
“.....	54	U	46	80		126	188
“.....	55	U	67	111		178	219
“.....	56	U	51	95		146	179
“.....	57	U	59	71		130	169
“.....	58	U	82	59		121	172
“.....	59	U	93	113		206	283
Orillia Township.....	60	R	116	90		206	250
“.....	61	R	88	81	1	150	163



## SIMCOE EAST (EST)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Fred W. Grant	Alfred Burke Thompson			
Orillia Township.....	62	R	30	50		80	140
“.....	63	R	81	56		137	144
“.....	64	R	29	112		141	178
“.....	65	R	55	72		127	148
“.....	66	R	80	68		148	193
“.....	67	R	30	74		104	121
“.....	68	R	23	69	2	94	136
“.....	69	R	54	31		85	111
“.....	70	R	87	75		162	228
“.....	71	R	60	76		136	211
Penetanguishene.....	72	R	168	49	1	218	297
“.....	73	R	141	35		176	232
“.....	74	R	157	59	1	217	266
“.....	75	R	87	69		156	209
“.....	76	R	136	67		203	249
“.....	77	R	146	70		216	274
“.....	78	R	126	97		223	273
“.....	79	R	37	157	1	195	232
Port McNicol.....	80	R	79	144	1	224	303
“.....	81	R	54	132	3	189	243
Tay.....	82	R	37	32		69	92
“.....	83	R	17	25		42	50
“.....	84	R	40	100		140	173
“.....	85	R	36	89		125	185
“.....	86	R	30	81		111	117
“.....	87	R	34	92		126	165
“.....	88	R	33	78		111	170
“.....	89	R	28	58	1	87	93
“.....	90	R	21	24		45	61
“.....	91	R	12	40		52	63
“.....	92	R	53	72		125	170
“.....	93	R	18	92		110	131
Tiny.....	94	R	45	102		147	171
“.....	95	R	50	64	1	115	153
“.....	96	R	195	61		256	267
“.....	97	R	136	41	3	180	239
“.....	98	R	175	22		197	239
“.....	99	R	93	130		223	275
“.....	100	R	184	30	1	215	265
“.....	101	R	87	26	2	115	160
“.....	102	R	40	18		58	76
Victoria Harbour.....	103	R	91	81		172	234
“.....	104	R	57	85	1	143	181
“.....	105	R	65	51		116	132
“.....	106	R	63	45		108	121
Midland Advance (Provisoire), Port McNicol Advance (Provi- soire).....	107	U	20	12	2	34	
“.....	108	R	30	47	2	79	
Totals—Totaux.....	111		7,669	7,994	50	15,713	20,848

Majority for } Alfred Burke Thompson, 325.  
Majorité pour }

## SIMCOE NORTH (NORD)

Population 1921, 22, 100.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Alves Boys.	Ernest Charles Drury.			
Barrie.....	1	U	113	92		205	302
".....	1A	U	82	94	1	177	226
".....	2	U	72	59		131	181
".....	2A	U	35	49	1	85	140
".....	2B	U	80	99	1	180	247
".....	2C	U	66	68		134	189
".....	3	U	108	83		191	270
".....	3A	U	100	55		155	192
".....	3B	U	66	66		132	174
".....	4	U	63	36		99	141
".....	4A	U	82	86		168	236
".....	4B	U	122	96	2	220	311
".....	4C	U	53	60		113	151
".....	4D	U	63	59		122	164
".....	4E	U	112	68		180	221
".....	5	U	84	37		121	178
".....	5A	U	84	48		132	196
".....	5B	U	128	63		191	254
".....	5C	U	91	48	1	140	192
".....	6	U	68	43		111	168
".....	6A	U	89	31	1	121	220
".....	6B	U	113	35	1	149	263
".....	6C	U	86	35	1	122	197
" Advance (Provisoire)....	6D	U	153	28		181	
Collingwood.....	7	U	135	50		185	298
".....	7A	U	125	51	3	179	289
".....	8	U	78	48		126	200
".....	8A	U	91	36		127	209
".....	8B	U	111	59		170	248
".....	9	U	100	76		176	256
".....	9A	U	108	65		173	268
".....	10	U	89	47		136	200
".....	10A	U	98	55	1	154	229
".....	10B	U	69	41		110	181
".....	11	U	81	85	1	167	220
".....	11A	U	94	65		159	246
".....	11B	U	96	60	2	158	227
".....	12	U	102	69	1	172	264
".....	12A	U	110	79		189	266
".....	12B	U	119	69		188	287
Creemore.....	13	R	88	82		170	210
".....	13A	R	124	58	1	183	221
Apto.....	14	R	55	88		143	179
Rowley's.....	15	R	84	113		197	256
Phelpston.....	16	R	37	117		154	188
Elmvale.....	17	R	94	65		159	229
".....	17A	R	96	45		141	175
Vigo.....	18	R	27	161		188	238
Lillicraps.....	19	R	71	150		221	285
Langman's.....	20	R	68	122		190	222
Avening.....	21	R	78	77		155	187
Currie's School.....	22	R	49	79	1	129	169
Cashtown.....	23	R	48	52		100	163
Fourth Line Corners.....	24	R	83	110		193	251
Synnott's.....	25	R	24	59		83	112
Bateau.....	26	R	72	81	2	155	196
Dunedin.....	27	R	91	116	5	212	260
Glen Huron.....	28	R	97	34		131	167
Singhampton.....	29	R	111	12		123	159
Duntroon.....	30	R	100	119		219	271
Nottawa.....	31	R	84	59		143	196
".....	31A	R	69	76		145	203
Lawrence's.....	32	R	45	57		102	136
Crown Hill.....	33	R	27	120		147	162
Bertram's.....	34	R	61	110	1	172	196



SIMCOE NORTH (NORD)—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Alves Boys.	Ernest Charles Drury.			
Edgar.....	35	R	44	132		176	206
Oro Town Hall.....	36	R	61	154	1	216	256
Rugby.....	37	R	54	154		208	245
Jarratt's.....	38	R	50	34		134	172
Oro Station.....	39	R	44	76		120	136
Hawkestone.....	40	R	105	101		206	251
Shanty Bay.....	41	R	44	100		144	170
Brentwood.....	42	R	63	65	1	129	179
New Lowell.....	43	R	67	58		125	141
“.....	43A	R	74	77		151	200
Cain's.....	44	R	56	35		141	178
Crow's Corners.....	45	R	97	99		196	225
Tory Hill.....	46	R	78	8		86	105
Sunnidale Corners.....	47	R	33	124		157	170
Stayner.....	48	R	51	93		144	212
“.....	48A	R	86	30		166	204
“.....	49	R	98	98	1	197	288
Dalston.....	50	R	41	147		188	224
Midhurst.....	51	R	71	113		184	211
Cundles.....	52	R	66	101	1	168	214
Minesing.....	53	R	103	144		247	275
Grenfell.....	54	R	80	116	1	197	244
Edenvale.....	55	R	12	30		42	61
Anten Mills.....	56	R	22	31		53	61
Ferndale.....	57	R	56	40		96	126
Totals—Totaux.....	90	.....	7,058	6,865	32	13,955	18,486

Majority for } William Alves Boys, 193.  
Majorité pour }

STORMONT

Population—1921, 25,134

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arnold Neilson Smith	Charles James Hamilton			
Osnabrock.....	1	R	70	72		142	175
".....	1	R	74	67		141	170
".....	2	R	109	82	2	193	236
".....	3	R	55	55		110	143
".....	3	R	72	71		143	172
".....	4	R	28	83	1	112	137
".....	4	R	65	77	1	143	180
".....	5	R	79	102		181	233
".....	6	R	63	59		122	160
".....	7	R	74	86		160	206
".....	7	R	76	102		178	256
".....	8	R	96	65		161	248
Roxborough.....	1	R	104	92		196	239
".....	1	R	111	101		212	261
".....	2	R	55	111	1	167	208
".....	3	R	128	54		182	201
".....	4	R	124	94		218	258
".....	4	R	73	64		137	161
".....	5	R	123	42		165	206
".....	6	R	155	52		207	261
".....	7	R	122	57	1	180	208
".....	7	R	126	57		183	204
Cornwall Township.....	1A	R	173	72		245	270
".....	1B	R	205	78	1	284	330
".....	1C	R	195	58		253	290
".....	2	R	75	102	2	179	222
".....	3	R	41	124	1	166	250
".....	4	R	44	109		153	214
".....	5	R	85	104	1	190	219
".....	6	R	95	48	2	145	199
".....	6	R	60	32	1	93	119
".....	7	R	69	34		103	169
".....	7	R	84	42	2	128	211
".....	1A	U	134	24		158	216
Town (Ville).....	1B	U	199	40		239	289
".....	2A	U	122	40		162	194
".....	2B	U	134	40		174	217
".....	3A	U	42	111		153	198
".....	3B	U	44	74		118	159
".....	4A	U	40	93	1	134	167
".....	4B	U	70	67	1	138	181
".....	5A	U	56	98	1	155	202
".....	5B	U	55	114	1	170	222
".....	6A	U	67	113	4	184	243
".....	6B	U	61	159	3	223	260
".....	7A	U	65	104	2	171	219
".....	7B	U	74	141		215	280
".....	8A	U	52	110		162	211
".....	8B	U	39	74		113	160
".....	9A	U	59	92	1	152	202
".....	9B	U	78	118		196	259
".....	10A	U	52	97		149	208
".....	10B	U	52	97		149	200
".....	10C	U	52	92	1	145	192
".....	11A	U	70	96		166	220
".....	11B	U	94	79	3	176	226
".....	11C	U	80	66		146	179
Finch Township.....	1	R	74	78		152	176
".....	2	R	52	77		129	194
".....	3	R	63	65	1	129	165
".....	4	R	150	86		236	290
".....	5	R	114	81	2	197	259
".....	6	R	60	56		116	138
".....	6	R	88	46	3	137	181
".....	7	R	123	14		137	167



**STORMONT—Con.**

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arnold Neilson Smith	Charles James Hamilton			
Finch Township.....	8	R	67	44		111	161
“ Village.....	1	R	69	161		230	257
Cornwall Township—Con.....	8	R	68	74	1	143	365
“ “.....	8	R	98	59	1	158	
“ “.....	9	R	66	107		173	226
“ “.....	9	R	100	109	1	210	245
“ “.....	9	R	125	88	2	215	246
“ “.....	10	R	62	94	1	157	202
“ “.....	10	R	51	119		170	221
“ “.....	11	R	163	84	2	254	263
“ “.....	11	R	126	54		180	227
Totals—Totaux.....	76		6,623	6,083	48	12,754	16,133

Majority for } Arnold Neilson Smith, 540.  
Majorité pour }

## TIMISKAMING NORTH (NORD)

Population—1921, 26,028

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Bradette	John Raymond O'Neil			
Cochrane, Advance (Provisoire)	1	R	23	26		49	
Hearst, Advance (Provisoire)	2	R	3	0		3	
Timmins, Advance (Provisoire)	3	U	1	1		2	
Abitibi.....	4	R	19	34		53	80
Alert.....	5	R	50	9		59	87
Ameson.....	6	R	22	5		27	48
Ansonville.....	7	R	105	45		150	269
“.....	8	R	138	42	1	181	297
“.....	9	R	144	39	1	184	259
“.....	10	R	156	31	7	194	306
“.....	10A	R	124	38	3	165	261
Anthony.....	11	R	20	32		52	94
Barbers Bay.....	12	R	35	20		55	72
Beatty.....	13	R	3	42		45	65
“.....	14	R	39	17		56	75
Bingle.....	15	R	16	2		18	25
Bourkes.....	16	R	12	22		34	62
Bowman.....	17	R	34	79		113	166
Brower.....	18	R	46	62		108	134
Boivin's Landing.....	19	R	4	4		8	78
Cache No. 3.....	20	R	21	35		56	129
Carr.....	21	R	13	26		39	57
Casgrain.....	22	R	35	23	3	61	145
Chute.....	23	R	35	19		54	68
“.....	24	R	35	25		60	79
“.....	24B	R	18	54	1	73	96
Cochrane.....	25	R	58	78		136	140
“.....	26	R	102	111	5	218	277
“.....	27	R	99	123		222	331
“.....	28	R	79	104		183	292
“.....	29	R	85	71		156	256
“.....	30	R	63	82		145	283
“.....	31	R	98	90		188	281
Connaught.....	32	R	46	159		205	266
Coppell.....	33	R	37	20		57	105
Delora.....	34	R	12	38		50	69
“.....	35	R	13	54		67	75
Dome.....	36	R	26	144		170	228
“.....	37	R	11	120	4	135	191
“ West (Ouest).....	38	R	33	18		51	55
Devonshire.....	39	R	55	16	1	72	100
Driftwood.....	40	R	86	30		116	170
Dugwal.....	41	R	30	7		37	60
Edwards.....	42	R	5	8		13	25
Fauquier.....	43	R	160	31		191	325
Fournier.....	44	R	40	28		68	80
Frederickhouse.....	45	R	89	46	3	138	171
Fryatt.....	46	R	57	6	2	65	103
Gardiner.....	47	R	7	11		18	51
German.....	48	R	1	20		21	47
Glackmeyer.....	49	R	79	27		106	131
“.....	50	R	97	12		109	137
Goldale Subdivision.....	51	R	41	12		53	74
Goldlands.....	52	R	20	39		59	84
Gregoire Mills.....	53	R	60	4		64	73
Holloway.....	54	R	6	6		12	20
Harty.....	56	R	64	14		78	219
Hearst.....	57	R	58	58		116	156
“.....	58	R	36	51	2	89	127
Hislop.....	59	R	34	7		41	54
“.....	60	R	23	24		47	82
Holland.....	61	R	53	25		78	103
Homer.....	62	R	31	20		51	59
Hoyle.....	63	R	34	18	2	54	75
Hunta.....	64	R	17	66		83	123



## TIMISKAMING NORTH (NORD)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Bradette	John Raymond O'Neil			
Island Falls.....	65	R	6	23		29	30
Iroquois Falls.....	66	R	71	126		197	292
".....	67	R	50	69		119	180
".....	68	R	44	94	2	140	232
".....	69	R	41	95		136	181
Jacksonboro.....	70	R	23	51	2	76	100
Kabina.....	71	R	10	6		16	17
Kapuskaing.....	72	R	66	50		116	160
".....	73	R	87	62		149	254
".....	73A	R	139	92	2	233	327
".....	73B	R	84	67		151	208
".....	74	R	112	44	4	160	209
".....	74A	R	130	109	5	244	322
".....	75	R	78	83	2	163	208
Kendall.....	76	R	72	27	1	100	182
".....	77	R	31	36	2	69	94
Kennedy.....	78	R	14	17		31	46
Kitigan.....	79	R	73	28	3	104	181
Lakeview Townsite.....	80	R	11	38	3	52	75
Low Bush.....	81	R	24	17		41	49
Lowther.....	82	R	34	16		50	74
Mace.....	83	R	19	3		22	32
Mahafay.....	84	R	1	8		9	12
Matheson.....	85	R	21	56		77	114
".....	86	R	17	39		56	84
Mattice.....	87	R	131	28	1	160	200
Menapia.....	88	R	13	36		49	54
Monteith.....	89	R	51	111	1	163	217
Moonbeam.....	90	R	164	18		182	194
".....	90A	R	92	18	1	111	186
Moose Factory.....	91	R	1	103	1	105	169
Mountjoy.....	92	R	87	79		166	230
McIntosh Springs.....	93	R	41	4	2	47	75
Nahma.....	94	R	33	35	2	70	85
Nellie Lake.....	95	R	40	24		64	86
Night Hawk Peninsula.....	96	R	0	6		6	6
Norembea.....	97	R	118	16	1	135	169
Onagon.....	98	R	30	3	1	34	35
Opazatika.....	99	R	62	88		150	248
Porquis Junction.....	100	R	51	91	1	143	180
Poreupine.....	101	R	43	38	1	82	97
Ramore.....	102	R	146	48	4	198	248
Ryland.....	103	R	26	15		41	77
Sandy Falls.....	104	R	15	10		25	66
Shaw.....	105	R	4	27	1	32	41
Shillington.....	106	R	18	66		84	124
Smooth Rock Falls.....	107	R	155	94	4	253	325
".....	108	R	57	60	2	119	147
South Poreupine.....	109	R	64	162	2	228	330
".....	110	R	37	95	5	137	251
".....	111	R	31	74		105	181
Stavert.....	112	R	49	37	3	89	106
Strickland.....	113	R	64	29		93	113
Smoky Falls.....	114	R	42	39	3	84	126
Teefy.....	115	R	16	3		19	41
".....	116	R	24	16		40	61
Timmins.....	118	U	55	42		97	160
".....	119	U	94	57	2	153	250
".....	120	U	117	53		170	279
".....	121	U	93	46	4	143	250
".....	122	U	72	55		127	247
".....	123	U	79	57		136	250
".....	124	U	56	26		82	100
".....	125	U	64	73	2	139	234
".....	126	U	128	70	2	200	299

## TIMISKAMING NORTH (NORD)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Bradette	John Raymond O'Neil			
Timmins.....	127	U	46	101	3	150	273
".....	128	U	53	87	2	142	233
".....	129	U	132	35		167	251
".....	130	U	128	38		166	250
".....	131	U	67	71	3	141	250
".....	132	U	50	37		87	162
".....	133	U	51	75	1	127	249
".....	134	U	34	42		76	257
".....	135	U	83	47		130	250
".....	136	U	61	27	1	89	117
".....	137	U	76	66	2	144	250
".....	138	U	39	17	3	59	94
".....	139	U	50	77		127	250
".....	140	U	56	59	4	119	206
".....	140A	U	69	59	2	130	250
".....	140B	U	29	22	2	53	92
".....	140C	U	41	83	3	127	229
Tisdale.....	141	R	0	16		16	33
".....	142	R	17	17		34	73
".....	143	R	69	97		166	301
".....	143A	R	35	84	4	123	217
".....	144	R	45	79		124	273
".....	145	R	39	110		149	260
".....	146	R	7	34		41	51
".....	147	R	67	74		141	341
".....	148	R	82	66	14	162	179
Tolmie.....	149	R	4	48		52	70
Val Gagne.....	151	R	81	42		123	133
Val Rita.....	152	R	133	18	4	155	217
Victoriaville.....	153	R	151	47	1	199	248
Vimy Ridge.....	154	R	14	24		38	83
Watabeag.....	155	R	21	8		29	79
Wawiatin Falls.....	156	R	3	9	1	13	21
Weyborn.....	157	R	42	43		85	107
Yorkston.....	159	R	15	56		71	117
Totals—Totaux.....	165		8,707	7,553	157	16,417	25,116

Majority for } Joseph Bradette, 1,154.  
Majorité pour }



## TIMISKAMING SOUTH (SUD)

Population—1921, 31,747

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Ernest Frederick Armstrong	Malcolm Lang			
Cobalt.....	1A	U	33	103	2	138	224
".....	1B	U	19	83	3	105	163
".....	2	U	49	116		165	295
".....	3A	U	41	78		119	184
".....	3B	U	30	69		99	159
".....	4A	U	76	71		147	233
".....	4B	U	61	53		114	194
".....	5A	U	94	49	1	144	212
".....	5B	U	79	40	2	121	185
".....	6	U	104	85		189	272
".....	7	U	42	53	1	96	144
Haileybury.....	8A	U	99	68		167	231
".....	8B	U	77	89		166	223
".....	9	U	57	50		107	166
".....	10	U	37	82		119	226
".....	11A	U	52	83		135	217
".....	11B	U	63	80		143	215
".....	12	U	54	81		135	211
".....	13	U	21	57		78	131
".....	14	U	38	30		68	138
New Liskeard.....	15	R	93	95		188	242
".....	16	R	99	68		167	201
".....	17	R	43	77		120	184
".....	18	R	128	115	4	247	322
".....	19A	R	74	80		154	189
".....	19B	R	49	59		108	157
".....	20	R	85	100		185	256
Englehart.....	21	R	119	50		169	251
".....	22A	R	125	41		166	245
".....	22B	R	129	42		171	224
"..... Advance (Prov.).....	23	R	43	8		51	
Latchford.....	24	R	76	59	1	136	187
Thornloe.....	25	R	22	28		50	56
Charlton.....	26	R	62	47		109	155
James.....	27A	R	80	77		157	223
".....	27B	R	71	72		143	202
Kirkland Lake.....	28A	R	69	50	2	121	298
".....	28B	R	73	50		123	302
".....	28C	R	76	41	3	120	264
".....	29A	R	65	93	5	163	313
".....	29B	R	40	87		127	251
".....	29C	R	57	123		180	299
".....	29D	R	93	77		170	272
".....	30	R	97	71	1	169	318
Swastika.....	31	R	108	86	4	198	296
Tomiko.....	32	R	11	2		13	18
Kenny.....	33	R	10	21	1	32	49
Tomagami.....	34	R	43	36		79	163
Bear Island.....	35	R	26	17		43	78
Goward.....	36	R	5	2		7	8
Gillies Depot.....	37	R	17	4		21	32
Coleman West (Ouest).....	38	R	107	83		190	276
Giroux Lake.....	39	R	65	31		96	148
La Rose Mine.....	40	R	62	82		144	222
Argentite.....	41	R	31	78	4	113	179
North Cobalt.....	42A	R	74	133		207	316
".....	42B	R	45	41		86	135
Clover Valley.....	43	R	30	40		70	73
Moore's Cove.....	44	R	49	39	1	89	114
Silver Centre.....	45	R	55	181		236	276
Lorraine Road.....	46	R	40	21		61	71
Ragged Chutes.....	47	R	25	7		32	41
Montreal River.....	48	R	12	12	1	25	35
Firstbrook.....	49	R	7	31		38	55
Hudson.....	50	R	59	73		132	187
Dymond.....	51	R	65	91	1	157	193
".....	52	R	101	101	2	204	275

TIMISKAMING SOUTH (SUD)—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Ernest Frederick Armstrong	Malcolm Lang			
Harris.....	53	R	71	73	2	146	190
Casey.....	54A	R	11	49		60	112
".....	54B	R	13	90		103	193
Harley.....	55	R	97	101		198	258
Kerns.....	56	R	71	135		206	272
Henwood.....	57	R	66	79		145	189
Cane.....	58	R	44	78		122	153
Leeville.....	59	R	22	31		53	68
Elk Lake.....	60	R	9	15		24	80
Gowganda.....	61	R	34	48		82	150
Bestel.....	62	R	52	53		105	182
Nicol.....	63	R	51	86	3	140	232
Beauchamp.....	64	R	44	13		57	100
Earlton.....	65	R	45	119		164	215
".....	66	R	43	41	2	86	105
Hilliard.....	67	R	104	44		148	187
Brethour.....	68	R	27	61		88	118
Tomstown.....	69	R	62	56		118	146
Evanturel.....	70	R	53	102		155	212
Dack.....	71	R	49	61	1	111	237
Hough Lake.....	72	R	32	22	1	55	94
Hills Lake.....	73	R	28	18	1	47	67
Zeta.....	74	R	46	37		83	133
Taillon.....	75	R	5	15		20	23
Chamberlain.....	76	R	86	49		135	167
Marter.....	77	R	31	30		61	108
Krugerdorf.....	78	R	47	29		76	130
Hill Top Mine.....	79	R	10	37		47	55
Boston Creek.....	80	R	36	46		82	113
Rosegrove.....	81	R	22	29		51	119
Dane.....	83	R	27	21		48	52
Argonaut Mine.....	84	R	29	20	1	50	74
Northland Mine.....	85	R	0	10		10	16
Larder Lake.....	86	R	19	20		39	89
Crown City (Cité).....	87	R	16	8		24	28
Kenogami Lake.....	88	R	24	8		32	43
Sesekinika.....	89	R	0	34	2	42	71
Capreol.....	90	R	81	113	1	195	265
".....	91	R	89	138	1	228	320
".....	92	R	61	104		165	256
Norman.....	93	R	43	31		74	95
Milnet.....	94	R	38	98		136	172
Capreol Advance (Provisoire).....	95	R	26	57		83	
" Township.....	96	R	66	189		255	365
Hanmer.....	97	R	80	169		249	262
Blezard.....	98	R	60	113	1	174	215
Garson Mine.....	99	R	155	82		237	356
Skead.....	100	R	78	21		99	145
Ess Creek.....	101	R	9	9		18	36
Loughlin.....	102	R	10	3	1	14	36
Sisk.....	103	R	13	2		15	50
Bastedo.....	104	R	3	26		29	43
Fell.....	105	R	0	8		8	8
Walsh Katrine Mine.....	106	R	11	7		18	21
Mowats Landing.....	107	R	7	0		7	11
Silver Centre Dock.....	108	R	37	44		81	100
Lebel.....	109	R	18	13		31	56
Morrisette.....	110	R	3	6		9	15
Johnson Siding.....	111	R	7	1		8	11
Cheminis.....	112	R	16	23		39	55
Goldthorpe.....	113	R	8	5		13	33
Lowell Lake.....	114	R	3	3		6	17
Timiskaming South (Sud).....	115	R	7	34	3	44	64
Pense.....	117	R	9	0		9	13
Totals—Totaux.....	131		6,411	7,309	59	13,779	20,445

Majority for }  
Majorité pour } Malcolm Lang, 898.



## TORONTO EAST (EST)

Population 1921, 63,735.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Kathleen Bennett.	Hon. Edmond Baird Ryckman.			
TORONTO CITY (CITÉ)							
Advance (Provisoire).....		U	4	13		17	
Ward (Quartier) 1.....	1	U	21	38		59	172
".....	2	U	8	80		88	212
".....	3	U	19	86		105	252
".....	4	U	18	68	1	87	206
".....	5	U	22	88	4	114	248
".....	6	U	18	105		123	247
".....	7	U	6	52		58	144
".....	8	U	19	82	1	102	234
".....	9	U	19	92		111	239
".....	10	U	15	76		91	213
".....	11	U	17	85	2	104	227
".....	12	U	15	55		70	154
".....	13A	U	15	53		68	170
".....	13B	U	7	70		77	132
".....	14	U	10	70		80	225
".....	15	U	5	85	2	92	262
".....	16A	U	7	51		58	180
".....	16B	U	7	30		37	173
".....	17	U	3	54		57	238
".....	18	U	14	101		115	225
".....	19	U	12	63		75	229
".....	20	U	9	40		49	177
".....	21	U	19	43		62	216
".....	22	U	9	81		90	239
".....	23	U	12	90		102	227
".....	24	U	11	72		83	274
".....	25	U	14	92	1	107	278
".....	26	U	19	47		66	170
".....	27	U	14	58		72	208
".....	28	U	3	76		79	255
".....	29	U	20	52		72	221
".....	30	U	11	70		81	207
".....	31	U	20	84	3	107	240
".....	32	U	19	77	2	98	231
".....	33	U	9	75	4	88	228
".....	34	U	15	48		63	197
".....	35	U	18	54		72	248
".....	36	U	23	88		111	275
".....	37	U	24	75		99	260
".....	38	U	15	76	1	92	235
".....	39	U	19	46		65	162
".....	40	U	30	61	2	93	233
".....	41	U	14	88		102	213
".....	42	U	20	73		93	255
".....	43	U	10	68		78	224
".....	44	U	12	48		60	128
".....	45	U	27	87		114	272
".....	46A	U	11	60		71	153
".....	46B	U	18	65		83	163
".....	47	U	25	83	2	110	253
".....	48A	U	28	73		101	194
".....	48B	U	20	64		84	170
".....	49	U	21	90		111	264
".....	50	U	22	70	1	93	179
".....	51	U	38	117		155	292
".....	52	U	20	120		140	227
".....	53	U	33	111	1	145	299
".....	54	U	28	87		115	236
".....	55	U	10	78		88	191
".....	56A	U	11	46		57	174
".....	56B	U	19	43		62	144
".....	57A	U	26	90		116	203

TORONTO EAST (EST)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots Bulletins rejetés	Total vote Vote total	Voters on list Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Kathleen Bennett	Hon. Edmond Baird Ryckman.			
TORONTO CITY (CITÉ)							
Ward (Quartier) 1—Con.....	57B	U	10	39		49	108
"	58A	U	12	50	1	63	167
"	58B	U	14	29	2	45	145
"	59	U	21	116		137	286
"	60A	U	12	85		97	190
"	60B	U	14	39		53	125
"	61A	U	22	74		96	178
"	61B	U	21	50		71	152
"	62A	U	13	56		69	154
"	62B	U	8	62		70	150
"	63	U	39	95	1	135	252
"	64	U	14	53		67	208
"	65	U	30	84		114	235
"	66A	U	29	55		84	174
"	66B	U	9	36		45	133
"	67A	U	11	62		73	164
"	67B	U	13	63		76	143
"	68A	U	12	81		93	198
"	68B	U	8	48		56	130
"	69	U	16	107		123	223
"	70	U	13	79		92	206
"	71A	U	12	58	1	71	187
"	71B	U	4	51		55	141
"	72	U	23	109		132	297
"	73	U	24	87		111	271
"	74	U	13	142		155	272
"	75	U	37	97	1	135	250
"	76	U	8	63		71	159
"	77A	U	17	48		65	150
"	77B	U	17	48		65	178
"	78	U	24	104		128	291
"	79	U	12	63		75	228
"	80	U	15	103		118	258
"	81	U	23	69		92	214
"	82	U	19	74		93	251
"	83A	U	11	71	1	83	169
"	83B	U	7	64		71	161
"	84	U	14	67		81	192
"	85	U	34	71		105	268
"	86	U	19	59		78	273
"	87	U	8	60		68	195
"	88	U	16	78		94	223
"	89	U	19	82		101	225
"	90A	U	21	81		102	200
"	90B	U	19	46		65	150
"	91	U	44	82	2	128	251
"	92	U	34	88		122	256
"	93	U	8	68		76	221
"	92	U	10	85		95	235
"	95	U	19	69		88	247
"	96	U	27	69		96	229
"	97A	U	23	39		62	142
"	97B	U	10	61		71	178
"	98	U	31	103	1	135	264
"	99	U	9	61		70	188
"	100	U	17	70	1	88	221
"	101	U	17	69		86	222
"	102	U	14	87		101	262
"	103	U	20	118		138	249
"	104A	U	12	84		96	192
"	104B	U	14	51	1	66	132
"	105A	U	17	60	1	78	164
"	105B	U	17	60		77	151



TORONTO EAST (EST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Kathleen Bennett.	Hon. Edmond Baird Ryckman.			
TORONTO CITY (CITÉ)							
Ward (Quartier) 1— <i>Con.</i> .....	106	U	25	113	1	139	280
".....	107	U	9	60		69	134
".....	108	U	12	43		55	130
".....	109	U	19	89		108	259
".....	110	U	17	90		107	213
".....	111	U	13	85	1	99	229
".....	112	U	19	91		110	232
".....	113	U	18	107		125	263
".....	114	U	26	101		127	311
".....	115	U	12	76	2	90	224
".....	116	U	13	91		104	200
".....	117	U	45	88		133	269
".....	118	U	10	83		93	231
".....	119	U	20	82		102	229
".....	120	U	19	96		115	234
".....	121	U	29	57		86	231
".....	122A	U	6	73		79	189
".....	122B	U	12	42		54	145
".....	123	U	32	77	1	110	259
".....	124	U	36	84		120	230
".....	125	U	13	90		103	239
".....	126	U	25	92		117	221
".....	127	U	14	102	1	117	233
".....	128	U	11	79		90	207
".....	129	U	20	103		123	265
".....	130	U	17	106		123	245
".....	131	U	15	73		88	196
".....	132	U	35	90		125	254
".....	133	U	23	67		90	201
".....	134	U	13	99		112	230
".....	135	U	13	75		88	179
".....	136	U	26	117		143	256
".....	137	U	5	71	1	77	220
".....	138	U	10	45		55	124
".....	139	U	18	123		141	253
".....	140	U	18	99	2	119	250
".....	141	U	12	60		72	151
".....	142	U	41	62	1	104	178
".....	143	U	30	98		128	225
".....	144	U	22	81		103	189
".....	145	U	24	100		124	300
".....	146	U	27	116		143	298
".....	147	U	31	113		144	275
".....	148	U	10	73		83	161
".....	149	U	42	104	2	148	287
".....	150	U	49	86	1	136	284
".....	151A	U	24	58		82	160
".....	151B	U	20	71		91	163
".....	152	U	24	84		108	217
".....	153A	U	13	83		96	190
".....	153B	U	15	66		81	162
".....	154A	U	14	69		83	176
".....	154B	U	12	58	1	71	150
".....	155	U	13	109		122	275
".....	156	U	24	74		98	185
".....	157	U	35	87		122	261
".....	158	U	15	105	2	122	290
".....	161	U	7	28		35	62
Totals—Totaux.....	184		3,299	13,789	56	17,144	38,829

Majority for  
Majorité pour } Honourable Edmond Baird Ryckman, 10,490.

## TORONTO EAST (EST) CENTRE.

Population—1921, 69,717.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Cecil William Armstrong.	Alexander Smirle Lawson.	Robert Charles Matthews.			
TORONTO CITY (CITÉ)								
Ward (Quartier) 2.....	1	U	12	17	10		39	80
".....	2	U	28	14	12		54	136
".....	3	U	18	18	27		63	178
".....	4	U	28	29	57		114	216
".....	5	U	25	8	17		50	109
".....	6	U	21	8	36		65	135
".....	7	U	17	17	19		53	105
".....	8	U	24	10	27	1	62	147
".....	9	U	17	17	31	1	66	149
".....	10	U	35	34	23	2	94	215
".....	11	U	9	18	37		64	160
".....	12	U	25	24	33		82	180
".....	13	U	20	35	35		90	196
".....	14A	U	20	62	27	4	113	261
".....	14B	U	22	64	27	1	114	254
".....	15	U	26	37	48		111	254
".....	16A	U	17	35	48		100	260
".....	16B	U	32	29	41		102	224
".....	17A	U	13	23	29		65	291
".....	17B	U	16	20	20		56	293
".....	18A	U	28	15	35	2	80	214
".....	18B	U	20	19	41	1	81	251
".....	18C	U	20	17	43		80	222
".....	19	U	28	35	35		98	232
".....	20A	U	26	29	36	1	92	215
".....	20B	U	42	21	33		96	208
".....	21	U	23	23	20	1	67	160
".....	22	U	33	12	27	4	76	220
".....	23	U	36	30	42		108	256
".....	24	U	37	33	38		108	241
".....	25	U	28	19	22	3	72	213
".....	26	U	21	27	26	2	76	231
".....	27	U	34	12	26	3	75	231
".....	28	U	40	27	26		93	281
".....	29	U	23	33	53		109	228
".....	30	U	25	35	23		83	189
".....	31	U	40	14	23	2	79	153
".....	32	U	20	35	31		86	194
".....	33	U	22	30	67	2	121	238
".....	34	U	29	35	45		109	228
".....	35	U	34	32	28		94	212
".....	36	U	32	24	37		93	202
".....	37A	U	24	33	55		112	256
".....	37B	U	22	36	41		99	211
".....	38A	U	12	31	39		82	202
".....	38B	U	18	31	38		87	247
".....	38C	U	16	21	51		88	187
".....	39A	U	29	34	61	1	125	222
".....	39B	U	18	30	35	1	84	287
".....	40	U	34	21	87		142	182
".....	41A	U	31	12	34		77	134
".....	41B	U	27	22	30		79	243
".....	42	U	25	27	76	5	133	203
".....	43	U	34	18	25	1	78	195
".....	44A	U	70	11	17		98	172
".....	44B	U	37	13	21		71	165
".....	45A	U	36	12	29		77	181
".....	45B	U	31	5	21		57	214
".....	46	U	47	17	22		86	251
".....	47	U	46	35	36		117	262
".....	48	U	38	27	34	1	100	250
".....	49	U	45	9	35	5	94	225
".....	50	U	66	15	26		107	176



## TORONTO EAST (EST) CENTRE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour				Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Cecil William Armstrong.	Alexander Smirle Lawson.	Robert Charles Matthews.				
TORONTO CITY (CITÉ)									
Ward (Quartier) 2—Con.	51	U	33	14	19			66	203
"	52A	U	24	28	25			77	177
"	52B	U	38	25	27			90	166
"	53A	U	18	31	51			100	207
"	53B	U	23	19	32			74	276
"	54	U	50	31	27			117	273
"	55A	U	29	26	40			95	205
"	55B	U	47	10	65	1		123	147
"	56A	U	44	25	48			117	190
"	56B	U	31	20	18			69	153
"	57A	U	54	17	48			119	265
"	57B	U	27	24	20	1		72	163
"	58	U	62	43	40			145	208
"	59	U	36	18	23			17	287
"	60	U	76	28	29			133	261
"	61	U	23	36	72			131	173
"	62	U	16	57	47			120	177
"	63A	U	23	28	28			79	250
"	63B	U	16	25	38			79	217
"	64A	U	19	26	70			115	190
"	64B	U	22	27	51			100	148
"	65A	U	43	19	31			93	198
"	65B	U	31	17	18	2		58	200
"	66A	U	20	28	44			92	243
"	66B	U	16	36	18			70	298
"	67	U	44	32	66	4		146	177
"	68	U	44	43	69			156	146
"	69A	U	46	14	22			82	287
"	69B	U	25	17	20	2		64	222
"	70	U	32	47	60			139	290
"	71	U	12	47	48	1		108	224
"	72	U	62	30	50	4		146	269
"	73	U	50	38	46			134	269
"	74	U	27	22	52			101	276
"	75	U	25	40	62			127	204
"	76	U	60	18	49			127	193
"	77	U	42	22	53			117	163
"	78A	U	14	56	47			117	296
"	78B	U	18	15	37			70	178
"	79	U	16	28	102			146	160
"	80A	U	11	21	54			86	320
"	80B	U	11	42	36			89	153
"	81A	U	31	30	39			100	297
"	81B	U	18	19	37			74	221
"	82	U	37	26	49			112	204
"	83	U	25	29	35	2		91	221
"	84A	U	38	40	45			123	204
"	84B	U	32	14	19			65	128
"	85	U	31	22	41	4		98	220
"	86	U	43	56	36			135	244
"	87A	U	22	24	34			80	196
"	87B	U	16	18	34	1		59	144
"	88	U	13	21	46			80	293
"	89	U	26	31	83			140	257
Ward (Quartier) 3	47	U	12	11	13			31	102
"	48	U	27	19	23			69	225
"	49	U	28	28	33			89	252
"	50A	U	27	25	46			98	263
"	50B	U	11	24	25			60	218
"	51A	U	35	21	48	1		105	182
"	51B	U	20	16	34			70	160
"	52A	U	30	21	38			89	160
"	52B	U	22	19	21			62	131

## TORONTO EAST (EST) CENTRE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Cecil William Armstrong.	Alexander Smirle Lawson.	Robert Charles Matthews.			
TORONTO CITY (CITÉ)								
Ward (Quartier) 3—Con.....	53	U	32	19	39		90	180
" .....	54	U	29	26	40	2	97	243
" .....	62	U	13	19	22		54	110
" .....	63	U	8	9	12	1	30	93
" .....	64	U	1	4	27	1	33	72
" .....	65	U	10	11	37	2	60	150
" .....	66	U	9	20	18		47	128
" .....	67	U	4	11	8		23	115
" .....	68	U	10	27	37	1	75	155
" .....	69	U	0	32	45		77	163
" .....	70	U	8	23	38	2	71	144
" .....	71A	U	7	35	23		65	218
" .....	71B	U	13	43	47		103	200
" .....	71C	U	17	19	58		94	285
" .....	72	U	5	36	68		112	224
" .....	73	U	10	35	69		114	243
" .....	74	U	13	26	42	1	82	133
" .....	75	U	14	24	47		85	191
" .....	76	U	14	29	32		75	200
" .....	77	U	31	32	37		100	227
" .....	78	U	21	20	27		68	159
" .....	79	U	18	47	42		107	224
" .....	80A	U	15	33	29		77	156
" .....	80B	U	8	40	45		93	175
" .....	81	U	19	10	19		48	115
" .....	82	U	22	28	38		88	233
" .....	83	U	6	10	29		45	113
" .....	84	U	19	32	27		78	230
" .....	85A	U	36	11	36		83	185
" .....	85B	U	18	14	23		55	165
" .....	86	U	39	33	56	1	129	230
" .....	87	U	34	29	46		109	287
" .....	88A	U	35	21	48		104	211
" .....	88B	U	15	9	23		47	119
" .....	89	U	22	46	60		128	251
" .....	90	U	23	57	75		155	310
" .....	91A	U	18	38	29		85	213
" .....	91B	U	17	16	28		61	164
" .....	92	U	27	46	66		139	288
" .....	93A	U	18	30	41		89	205
" .....	93B	U	12	27	43	1	83	191
" .....	94A	U	21	24	39		84	199
" .....	94B	U	18	21	47		86	176
" .....	95	U	26	21	67	1	115	283
" .....	96	U	27	7	43		77	207
" .....	97A	U	18	15	29		62	183
" .....	97B	U	16	22	35		73	146
Advance (Provisoire).....	98	U	5	7	12		24	
Totals—Totaux.....	174	.....	4,509	4,429	6,603	80	15,621	35,502

Majority for } Robert Charles Matthews over (sur) { Cecil William Armstrong, 2,094.  
 Majorité pour } { Alexander Smirle Lawson, 2,174.



## TORONTO HIGH PARK

Population—1921, 50,856

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alexander James Anderson	Hon. James Murdock			
TORONTO CITY (CITÉ)							
Ward (Quartier) 7.....	1	U	56	8	.....	64	169
".....	2	U	99	7	2	108	285
".....	3	U	66	22	1	89	194
".....	4	U	116	24	.....	140	277
".....	5	U	84	16	.....	100	201
".....	6	U	101	22	.....	123	239
".....	7	U	79	14	.....	93	216
".....	8	U	68	10	.....	78	181
".....	9	U	102	12	.....	114	233
".....	10	U	76	27	1	104	238
".....	11	U	106	19	1	126	218
".....	12	U	87	28	1	116	202
".....	13	U	119	33	.....	152	261
".....	14	U	112	15	.....	127	214
".....	15	U	81	13	1	95	201
".....	16	U	102	10	1	113	250
".....	17	U	74	10	.....	84	179
".....	18	U	67	14	1	82	185
".....	19	U	87	8	.....	95	229
".....	20	U	77	8	.....	85	172
".....	21	U	104	23	.....	127	283
".....	22	U	69	12	.....	81	176
".....	23	U	75	15	2	92	192
".....	24	U	97	10	.....	107	230
".....	25	U	79	11	.....	90	147
".....	26	U	85	5	.....	90	201
".....	27	U	78	29	2	109	210
".....	28	U	63	14	.....	77	179
".....	29	U	66	23	.....	89	203
".....	30	U	106	21	.....	127	260
".....	31	U	57	15	.....	72	152
".....	32	U	93	30	.....	123	290
".....	33	U	55	12	.....	67	178
".....	34	U	40	10	.....	50	133
".....	35	U	67	14	.....	81	194
".....	36	U	38	19	1	58	158
".....	37	U	65	15	.....	80	155
".....	38	U	94	15	.....	109	198
".....	39	U	55	9	.....	64	105
".....	40	U	73	23	.....	96	189
".....	41	U	109	26	1	136	255
".....	42	U	112	25	2	139	265
".....	43A	U	47	20	.....	67	168
".....	43B	U	60	17	.....	77	161
".....	44	U	57	6	.....	63	141
".....	45	U	63	33	.....	96	172
".....	46	U	76	42	.....	118	265
".....	47A	U	56	26	.....	82	177
".....	47B	U	39	35	.....	74	160
".....	48A	U	48	30	1	79	165
".....	48B	U	47	27	.....	74	168
".....	49	U	73	35	1	109	227
".....	50A	U	39	39	.....	78	160
".....	50B	U	56	24	.....	80	162
".....	51	U	91	41	1	133	242
".....	52	U	55	15	3	73	148
".....	53	U	78	47	.....	125	282
".....	54	U	95	29	.....	124	280
".....	55A	U	48	18	1	67	150
".....	55B	U	62	29	.....	91	181
".....	56	U	98	30	.....	128	276
".....	57A	U	67	34	.....	101	192
".....	57B	U	71	12	.....	83	155

## TORONTO—HIGH PARK—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alexander James Anderson	Hon. James Murdock			
TORONTO CITY (CITÉ)							
Ward (Quartier) 7—Con. ....	58	U	86	44	1	131	230
" .....	59A	U	58	28		86	183
" .....	59B	U	51	31		82	146
" .....	60	U	95	35		130	238
" .....	61	U	75	36		111	211
" .....	62	U	69	44		113	222
" .....	63	U	91	25	1	117	222
" .....	64A	U	65	22		87	180
" .....	64B	U	54	30		84	174
" .....	65	U	97	21	1	119	264
" .....	66	U	107	43		150	286
" .....	67A	U	66	45		111	212
" .....	67B	U	61	36		97	174
" .....	68	U	110	40	1	151	282
" .....	69	U	103	36		139	282
" .....	70A	U	74	36		110	191
" .....	70B	U	38	15		53	109
" .....	71A	U	58	18	1	77	147
" .....	71B	U	66	30	4	100	158
" .....	72	U	101	59		160	288
" .....	73	U	86	26		112	228
" .....	74	U	78	47		125	267
" .....	75	U	60	29		89	176
" .....	76	U	41	43		84	188
" .....	77	U	50	56		106	226
" .....	78	U	102	32		134	284
" .....	79	U	77	28		105	213
" .....	80	U	91	26		117	234
" .....	81	U	59	39		98	211
" .....	82	U	97	44	1	142	246
" .....	83	U	124	44		168	291
" .....	84	U	110	50		160	285
" .....	85	U	90	28		118	256
" .....	86	U	105	33		138	298
" .....	87	U	88	26		114	237
" .....	88	U	59	40		99	199
" .....	89	U	52	27		79	173
" .....	90	U	52	32		84	161
" .....	91	U	69	38		107	209
" .....	92	U	104	42		146	250
" .....	93	U	87	36	1	124	210
" .....	94	U	113	40		153	282
" .....	95	U	121	28		149	276
" .....	96	U	76	30	1	107	220
" .....	97	U	112	20	2	134	242
" .....	98	U	111	30		141	296
" .....	99	U	89	35		124	234
" .....	100	U	72	31		103	184
" .....	101	U	76	20		96	233
" .....	102	U	69	28		97	210
" .....	103	U	66	29		95	175
" .....	104	U	101	27		128	255
" .....	105	U	83	33		116	214
" .....	106	U	97	28		125	288
Ward (Quartier) 6 .....	71	U	104	40		144	339
" .....	72A	U	54	21		75	154
" .....	72B	U	50	18	1	69	146
" .....	73	U	94	37		131	296
" .....	74	U	86	50		136	292
" .....	75	U	84	39	1	124	294
" .....	76	U	77	39		116	255
" .....	77	U	91	55		146	262
" .....	78A	U	55	24		79	187



TORONTO—HIGH PARK—*Con.*TORONTO—HIGH PARK—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alexander James Anderson	Hon. James Murdock			
TORONTO CITY (CITÉ)							
Ward (Quartier) 6— <i>Con.</i> .....	78B	U	57	26	.....	83	196
“ .....	79	U	95	38	.....	133	239
“ .....	80A	U	90	14	.....	104	177
“ .....	80B	U	46	29	1	76	148
“ .....	86	U	77	32	.....	109	248
“ .....	87	U	94	35	.....	129	235
“ .....	184	U	79	14	.....	93	228
“ .....	185	U	109	16	.....	125	261
“ .....	186	U	89	11	.....	100	252
“ .....	187	U	107	19	.....	126	286
“ .....	188	U	105	11	.....	116	226
“ .....	189	U	133	24	1	158	295
“ .....	190	U	58	22	.....	80	179
“ .....	191	U	72	3	.....	75	194
“ .....	192A	U	69	10	.....	79	176
“ .....	192B	U	56	2	.....	58	148
“ .....	193	U	121	22	2	145	272
“ .....	194	U	91	19	.....	110	231
“ .....	195	U	94	10	3	107	220
“ .....	196	U	109	21	3	133	281
“ .....	197	U	62	22	.....	84	223
“ .....	198	U	71	22	2	95	230
“ .....	199	U	71	32	.....	103	236
“ .....	200	U	59	15	.....	74	230
“ .....	201	U	66	49	.....	115	234
“ .....	202	U	72	33	.....	105	219
“ .....	203	U	72	56	.....	128	226
“ .....	204	U	101	24	.....	125	216
“ .....	205	U	67	43	.....	110	229
“ .....	206	U	54	24	.....	78	161
Advance (Provisoire).....	.....	U	68	42	.....	110	.....
Totals—Totaux.....	157	.....	12,366	4,167	52	16,585	33,770

Majority for  
Majorité pour } Alexander James Anderson, 8,199.

## TORONTO NORTH EAST (NORD-EST)

Population—1921, 58,319

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Richard Langton Baker.	Thomas James Pugh.	Newton Manly Young.			
TORONTO CITY (CITÉ)								
Ward (Quartier) 2.....	90	U	28	36	67		131	251
".....	91A	U	20	14	47		81	167
".....	91B	U	18	13	48		79	146
".....	92	U	31	25	58	2	116	258
".....	93A	U	15	23	55		93	177
".....	93B	U	6	20	51		77	171
".....	94A	U	24	14	49		87	177
".....	94B	U	26	19	48		93	168
".....	95	U	44	24	82		150	269
".....	96A	U	16	13	59		88	169
".....	96B	U	17	45	13		75	143
".....	97	U	37	29	102		168	266
".....	98	U	30	35	100	2	167	279
".....	99A	U	18	21	56	1	96	161
".....	99B	U	18	19	37		74	167
".....	100A	U	15	21	38		74	168
".....	100B	U	22	26	29	1	78	160
".....	101	U	11	13	27		51	120
".....	102A	U	18	13	38	1	70	146
".....	102B	U	18	13	41		72	158
".....	103	U	23	24	82	1	130	285
".....	104A	U	12	25	67		104	177
".....	104B	U	20	5	51		76	153
".....	105	U	24	18	96	1	139	273
".....	106A	U	33	20	37		90	161
".....	106B	U	22	23	39		84	131
".....	107	U	50	14	43	4	111	217
".....	108	U	66	37	25		128	222
".....	109	U	48	49	71		168	272
".....	110	U	44	51	59		154	280
".....	111	U	54	44	49		147	255
".....	112	U	37	37	52	4	130	232
".....	113	U	45	30	66	2	143	246
".....	114	U	39	30	57		126	189
".....	115	U	40	43	64		147	241
".....	116	U	51	36	66		153	263
".....	117	U	36	36	93		165	238
".....	118	U	42	26	67		135	209
".....	119	U	40	39	74		153	214
".....	120	U	22	12	36		70	118
".....	121	U	44	42	84		170	264
".....	122	U	72	21	23		116	228
".....	123	U	68	14	79	4	165	236
".....	124	U	55	12	38	3	108	192
".....	125	U	82	11	16		109	164
".....	126	U	44	24	34		102	237
".....	127	U	71	13	36		120	185
".....	128	U	81	38	52		171	272
".....	129	U	54	40	20		114	216
".....	130	U	63	12	66		141	209
".....	131	U	88	19	27		134	205
".....	132	U	51	48	24		123	190
".....	133	U	46	30	25		101	153
".....	134	U	88	20	40		148	222
".....	135	U	52	37	50	2	141	190
".....	136	U	55	29	67		151	237
".....	137	U	38	41	40	1	120	204
".....	138	U	70	15	26		111	171
".....	139	U	49	24	31		104	155
".....	140	U	78	43	34		155	236
".....	141	U	59	17	19		95	168
".....	142	U	55	7	39		101	161
".....	143	U	53	25	18		96	154



## TORONTO NORTH EAST (NORD-EST)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Richard Langton Baker.	Thomas James Pugh.	Newton Manly Young.			
TORONTO CITY (CITÉ)								
Ward (Quartier) 2—Con.....	144	U	55	28	30		113	204
"	145	U	64	19	35		118	201
"	146	U	65	30	29		124	208
"	147	U	48	34	51	1	134	215
"	148	U	58	14	28		100	159
"	149	U	55	13	31		99	161
"	150	U	97	20	19	2	138	184
"	151	U	60	8	14	1	83	138
"	152	U	35	23	27		85	157
"	153	U	79	20	37	1	137	239
"	154	U	39	39	54		132	216
"	155	U	39	22	19		80	150
"	156	U	64	18	20		102	160
"	157	U	61	17	31		109	177
"	158	U	78	40	36	3	157	264
"	159	U	49	29	42	1	121	207
"	160	U	60	30	45	2	137	217
"	161	U	59	25	33		117	168
"	162	U	64	36	46		146	231
"	163	U	58	38	25		121	212
"	164	U	66	56	45		167	260
"	165	U	56	45	44		145	228
"	166	U	43	40	62	1	146	236
"	167	U	52	36	33	1	122	238
"	168	U	32	21	36		89	147
"	169	U	25	19	29		73	103
"	170	U	22	6	29		57	88
"	171	U	20	11	16		47	74
"	172	U	34	9	13		56	103
"	173	U	68	15	25		108	184
"	174	U	81	14	34		129	206
"	175	U	60	18	21		99	151
"	176	U	74	18	24		116	194
"	177	U	45	20	50		115	170
"	178	U	66	23	34		123	192
"	179	U	34	14	29		77	138
"	180	U	32	18	28		78	114
Ward (Quartier) 3.....	98	U	20	11	24		55	140
"	99	U	25	30	43		98	210
"	100	U	39	10	60		109	228
"	101A	U	20	14	43		77	179
"	101B	U	26	13	37	1	77	162
"	102	U	45	21	55	1	122	222
"	103	U	48	5	34	1	88	179
"	104	U	43	17	46		106	172
"	105	U	46	1	65		112	224
"	106A	U	21	26	43		90	159
"	106B	U	14	15	43		72	145
"	107	U	45	23	46	3	117	278
"	108	U	35	10	43		88	166
"	109	U	50	28	81		159	283
"	110	U	30	15	47		92	198
"	111	U	44	16	55	1	116	209
"	112	U	43	9	45	2	99	179
"	113	U	46	21	21		88	138
"	114	U	18	41	61		120	216
"	115	U	33	24	33		90	163
"	116	U	55	29	50		134	242
"	117	U	69	24	36	1	130	239
"	118	U	56	12	60		128	253
"	119	U	76	26	93		195	315
"	120	U	34	13	18		65	138
"	121	U	35	17	27		79	156

TORONTO NORTH EAST (NORD-EST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Richard Langton Baker.	Thomas James Fugh.	Newton Manly Young.	Bulletins rejetés	Vote total	Electeurs sur la liste
TORONTO CITY (CITÉ)								
Ward (Quartier) 3— <i>Con.</i>	122	U	15	9	24		48	95
"	123	U	36	33	67		136	215
"	124	U	33	45	54		132	224
"	125	U	32	44	64		140	243
"	126	U	38	20	59		117	234
"	127	U	18	29	69	2	118	201
"	128	U	37	16	41	2	96	179
"	129	U	35	31	51		117	197
"	130A	U	10	16	41		67	141
"	130B	U	19	19	56		94	164
"	131	U	25	38	87		150	253
"	132	U	28	35	91		154	276
"	133	U	42	29	48		119	224
"	134	U	62	28	74		164	270
"	135	U	45	25	57		127	203
"	136	U	46	51	78		175	270
"	137	U	37	45	15	4	101	172
"	138	U	37	51	73		161	221
"	139	U	44	32	65		141	221
"	140	U	77	27	40		144	187
"	141	U	9	20	13		42	68
"	142A	U	45	22	31		98	162
"	142B	U	51	34	29		114	144
"	143	U	72	25	30	1	128	194
"	144	U	66	31	30		127	195
"	145	U	49	19	24		92	143
"	146	U	63	27	26	1	117	168
"	147	U	78	27	20		125	184
"	148	U	41	9	28	1	79	143
"	149	U	75	33	22	1	131	195
"	150	U	31	17	18		66	95
"	151	U	73	40	15	1	129	184
"	152	U	20	7			34	38
"	153	U	35	33	34	3	105	186
"	154	U	9	2	4		15	20
"	155	U	69	28	36	1	134	198
"	156	U	65	34	25	1	125	166
"	157	U	55	37	47	2	141	187
"	158	U	21	7	8		36	53
"	159	U	47	55	47	2	151	213
"	160	U	75	36	45		156	174
"	161	U	56	45	38		139	179
"	162	U	26	4	20		50	75
"	163	U	40	■	23		69	96
"	164	U	52	11	46	2	111	176
"	165	U	40	27	33		100	162
"	166	U	30	14	14		58	93
"	167	U	57	22	38		117	175
"	168	U	36	27	35		98	145
"	169	U	40	11	28		79	137
"	170	U	20	11	19		50	64
"	171	U	42	22	31		95	141
"	172	U	84	46	32		162	230
"	173	U	26	9	21		56	87
Ward (Quartier) 4	98	U	25	16	96		137	220
"	99A	U	21	20	61		102	160
"	99B	U	31	27	54		112	163
"	100	U	37	32	94		163	269
"	101	U	39	23	104	4	170	288
"	102	U	32	22	77		131	245
"	103	U	47	38	80		165	289
"	104A	U	26	16	61		103	175
"	104B	U	17	17	72		106	175



TORONTO NORTH EAST (NORD-EST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Richard Langton Baker.	Thomas James Pugh.	Newton Manly Young.			
TORONTO CITY (CITÉ)								
Ward (Quartier) 4— <i>Con.</i> .....	105	U	37	40	61	1	139	269
".....	106A	U	31	8	34		73	149
".....	106B	U	41	8	30		79	143
".....	107	U	28	28	59		115	215
".....	108	U	21	23	90		134	237
".....	109	U	22	37	83	1	143	222
".....	110A	U	29	25	58		112	175
".....	110B	U	23	24	40		87	155
".....	111	U	34	40	41		115	207
".....	112	U	30	42	88		160	284
".....	113	U	52	27	82		161	279
".....	114	U	24	41	75		140	250
".....	115	U	21	52	61		134	234
".....	116	U	39	35	80	1	155	244
".....	117	U	28	44	76		148	230
".....	118A	U	36	24	51	1	112	189
".....	118B	U	34	27	61		122	176
".....	119	U	28	44	48	1	121	248
".....	120	U	32	57	68	1	158	226
".....	121	U	25	39	55		119	258
".....	122	U	27	38	83		148	290
".....	123A	U	31	11	38		80	157
".....	123B	U	32	22	31		85	166
".....	124	U	52	42	53		147	246
".....	125A	U	34	30	46		110	188
".....	125B	U	14	19	39	1	73	161
".....	126	U	40	47	79		166	278
".....	127	U	16	32	49		97	229
".....	128A	U	36	23	37		96	162
".....	128A	U	34	17	42		93	172
".....	129A	U	25	15	56		96	162
".....	129B	U	19	29	46		94	151
".....	130	U	43	20	80		143	279
".....	131	U	29	32	77		138	245
".....	132A	U	13	10	42		65	138
".....	132B	U	20	23	42		85	165
".....	133A	U	18	18	46		82	159
".....	133B	U	28	12	29		69	142
".....	134	U	29	35	64	1	129	259
".....	135	U	26	28	77	4	135	212
".....	136	U	52	11	52	1	116	229
".....	137	U	48	28	47		123	267
".....	138	U	43	48	80	1	172	274
".....	139	U	39	37	58		134	229
".....	140	U	30	53	67		150	255
".....	141	U	16	27	71		114	198
Advance (Provisoire).....		U	32	16	23		71	
Totals—Totaux.....	236	.....	9,639	5,994	11,005	94	26,732	45,480

Majority for } Newton Manly Young over (sur) { Richard Langton Baker, 1,366.  
Majorité pour } Thomas James Pugh, 5,011.

## TORONTO NORTH WEST (NORD-OUEST)

Population—1921, 61,484

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballois — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Frederick Boyd	Thomas Langton Church	James Simpson			
TORONTO CITY (CITÉ)								
Advance (Provisoire).....		U	1	24	0		25	
Christie St. Hospital.....		U	23	139	10		172	493
Ward (Quartier) 5.....	113	U	20	50	7		77	247
"	114A	U	21	57	2		80	308
"	114B	U	9	22	4		35	
"	115	U	31	47	8		86	258
"	116	U	15	38	15		68	189
"	117	U	29	51	13	1	94	247
"	118	U	30	62	8	1	101	295
"	119	U	10	71	5	2	88	263
"	120	U	15	47	12		74	215
"	121	U	29	71	9		109	257
"	122	U	33	44	4		81	234
"	123	U	16	71	1		88	206
"	124	U	21	84	7		112	290
"	125	U	21	58	6		85	225
"	126	U	9	60	5		74	215
"	127A	U	8	48	1		57	326
"	127B	U	13	35	3		51	
"	128A	U	13	50	7	1	71	320
"	128B	U	14	31	3		48	
"	129A	U	9	57	7	1	74	315
"	129B	U	5	40	1		46	
"	130	U	7	69	7		83	211
"	131	U	9	75	8		92	203
"	132	U	16	74	3		93	267
"	133A	U	11	53	8		72	323
"	133B	U	8	46	8		62	
"	134	U	13	82	6		101	239
"	135	U	8	53	11		72	228
"	136	U	8	90	9		107	269
"	137	U	24	70	9		103	235
"	138	U	12	72	9	1	94	196
"	139	U	23	80	7		110	224
"	140A	U	11	72	3		86	325
"	140B	U	4	53	5	1	63	
"	141	U	7	93	8		108	261
"	142A	U	15	60	4		79	331
"	142B	U	6	37	1		44	
"	143	U	19	48	7		74	214
"	144	U	17	95	3		115	296
"	145	U	7	72	4		83	234
"	146	U	10	94	11	1	116	255
"	147A	U	11	48	6		65	319
"	147B	U	6	38	7		51	
"	148	U	16	64	2		82	214
"	149	U	16	93	6		115	294
"	150	U	15	92	15	1	123	287
"	151	U	12	94	3	1	110	249
"	152	U	20	81	10		111	280
"	153	U	7	60	5		72	202
"	154	U	25	114	15		154	330
"	155	U	14	82	5	1	102	263
"	156	U	13	90	9		112	242
"	157	U	22	82	11		115	262
"	158	U	13	113	5		131	289
"	159	U	39	81	3		123	260
"	160	U	27	82	11	1	121	252
"	161	U	18	135	8		161	272
"	162	U	9	92	4		105	253
"	163	U	22	52	10		84	212
"	164	U	16	36	1		53	163
"	165	U	40	89	5	2	136	283



TORONTO NORTH WEST (NORD-OUEST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour				Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Frederick Boyd	Thomas Langton Church	James Simpson				
TORONTO CITY (CITÉ)									
Ward (Quartier) 5— <i>Con.</i>	166	U	5	32	3			40	229
"	167	U	37	77	2			116	238
"	168	U	28	88	5			121	228
"	169	U	25	78	7			110	253
"	170	U	30	60	5			95	202
"	171	U	11	79	7			97	173
"	172	U	18	72	13			103	223
"	173	U	7	68	1			76	162
"	174	U	28	71	15	1		115	246
"	175	U	13	36	3			52	186
"	176	U	6	56	3			65	174
"	177A	U	14	74	2			90	
"	177B	U	15	52	9			76	343
"	178	U	5	74	3	2		84	207
"	179	U	12	86	17			115	245
"	180	U	10	111	10			131	299
"	181	U	13	56	5	3		77	222
"	182	U	10	87	6			103	278
"	183A	U	21	35	5			61	
"	183B	U	24	35	4			63	328
"	184	U	50	66	4	1		121	255
Ward (Quartier) 6.	148	U	10	94	10			114	274
"	149	U	18	101	9			128	308
"	150	U	30	105	2			137	316
"	151	U	15	59	5	1		80	208
"	152	U	31	93	8	2		134	261
"	153	U	13	43	4			60	175
"	154	U	21	103	16			140	304
"	155	U	14	94	9			117	256
"	156	U	23	72	7	1		103	278
"	157	U	16	81	7			104	274
"	158	U	22	88	9			119	301
"	159	U	20	93	4			117	301
"	160	U	11	72	7	1		91	241
"	161	U	18	78	6			102	224
"	162	U	1	45	6			52	186
"	163	U	15	75	12			102	243
"	164	U	13	69	14	1		97	223
"	165A	U	11	70	9			90	
"	165B	U	10	58	10			78	345
"	166	U	14	83	4			101	243
"	167A	U	6	59	4			69	
"	167B	U	13	51	5			69	353
"	168	U	10	64	5			79	236
"	169A	U	15	69	4			88	
"	169B	U	12	29	7			48	339
"	170	U	24	89	10			123	237
"	171	U	10	67	6			83	210
"	172A	U	11	75	0	1		87	
"	172B	U	12	46	4			62	337
"	173	U	12	37	10	1		60	211
"	174	U	8	88	11	1		108	261
"	175A	U	12	49	5			66	
"	175B	U	13	44	4	2		63	330
"	176	U	25	85	10			120	255
"	177	U	8	74	7			89	222
"	178	U	6	62	11			79	185
"	179	U	12	63	10			85	193
"	180	U	13	74	8			95	275
"	181	U	18	77	9			104	262
"	182	U	6	74	3			83	221
"	183	U	3	79	2			84	170
"	207	U	4	59	3			66	183

TORONTO NORTH WEST (NORD-OUEST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Frederick Boyd	Thomas Langton Church	James Simpson			
TORONTO CITY (CITÉ)								
Ward (Quartier) 6—Con.....	208	U	12	94	6	.....	112	275
“.....	209	U	9	58	7	.....	74	202
“.....	210	U	1	83	9	.....	93	296
“.....	211	U	4	58	9	2	73	215
“.....	212	U	10	67	4	.....	81	175
“.....	213	U	5	73	16	.....	94	254
“.....	214	U	3	46	2	.....	51	129
“.....	215A	U	31	44	3	.....	78	329
“.....	215B	U	16	64	2	.....	82	
“.....	216	U	24	84	4	.....	112	281
“.....	217	U	33	61	2	.....	96	243
“.....	218	U	36	54	4	.....	94	244
“.....	219	U	35	81	1	.....	117	233
“.....	220	U	37	62	6	.....	105	279
“.....	221	U	18	86	9	.....	113	282
“.....	222A	U	8	52	17	1	78	320
“.....	222B	U	11	40	8	.....	59	
“.....	223	U	5	66	22	.....	93	261
“.....	224A	U	9	53	13	.....	75	312
“.....	224B	U	7	35	10	.....	52	
“.....	225	U	18	76	15	2	111	264
“.....	226	U	12	31	2	.....	45	118
“.....	227	U	10	86	10	.....	106	210
“.....	228	U	7	77	15	.....	99	218
“.....	229A	U	5	38	6	1	50	355
“.....	229B	U	8	46	4	4	62	
“.....	230	U	23	102	7	2	134	231
“.....	231	U	13	52	13	.....	78	178
“.....	232	U	25	42	3	.....	70	224
“.....	233	U	13	50	0	.....	63	298
“.....	234	U	20	56	6	.....	82	221
“.....	235	U	20	83	2	.....	105	285
“.....	236	U	26	60	14	.....	100	200
“.....	237	U	17	76	6	.....	99	246
“.....	238	U	13	49	4	.....	66	184
“.....	239	U	15	92	0	.....	107	265
“.....	240	U	8	68	14	.....	90	260
“.....	241	U	9	67	16	.....	92	210
“.....	242	U	7	98	12	3	120	289
“.....	243	U	12	64	18	.....	94	271
“.....	244	U	18	40	8	2	68	188
“.....	245	U	8	80	6	.....	94	247
“.....	246	U	6	94	7	.....	107	270
“.....	247A	U	3	61	6	.....	70	308
“.....	247B	U	5	43	3	.....	51	
“.....	248	U	2	68	11	.....	76	183
“.....	249	U	3	64	11	.....	78	261
“.....	250	U	5	79	19	.....	103	214
“.....	251	U	16	75	10	.....	101	242
“.....	252	U	13	107	10	2	132	297
“.....	253	U	5	90	9	1	105	199
“.....	254	U	6	50	16	.....	72	211
Totals—Totaux.....	178	.....	2,637	12,071	1,267	53	16,028	39,546

Majority for } Thomas Langton Church over (sur) { John Frederick Boyd, 9,434.  
Majorité pour } James Simpson, 10,304.



## TORONTO-SCARBOROUGH.

Population—1921, 49,749.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Henry Harris.	Frank Norman Walker.			
TORONTO CITY (CITÉ)							
Ward (Quartier) 8.....	1	U	70	6		76	235
".....	2	U	62	3		65	204
".....	3	U	55	5	1	61	132
".....	4	U	69	21		90	183
".....	5	U	46	13		59	163
".....	6	U	53	11		64	208
".....	7	U	45	8		53	167
".....	8	U	45	18		63	177
".....	9	U	75	22		97	232
".....	10	U	69	25		94	205
".....	11	U	91	16		107	246
".....	12	U	78	18		96	187
".....	13	U	113	27		140	287
".....	14	U	69	14		83	181
".....	15	U	78	5		83	204
".....	16	U	93	27		120	200
".....	17	U	97	14		111	290
".....	18	U	70	12		82	260
".....	19	U	43	5		48	110
".....	20	U	101	16		117	299
".....	21	U	73	4	1	78	204
".....	22	U	69	7		76	179
".....	23	U	57	5	1	63	174
".....	24	U	52	9		61	182
".....	25	U	82	15		97	236
".....	26	U	59	7		66	160
".....	27	U	46	8		54	148
".....	28	U	47	7		54	124
".....	29	U	54	3		57	142
".....	30	U	104	10	1	115	298
".....	31	U	86	13		99	246
".....	32	U	76	25		101	237
".....	33	U	72	13		85	219
".....	34	U	107	5		112	264
".....	35	U	90	15		105	268
".....	36	U	65	15		80	240
".....	37	U	82	9	1	92	213
".....	38	U	51	13		64	226
".....	39	U	61	30		91	223
".....	40	U	79	10		89	206
".....	41	U	82	24		106	276
".....	42	U	82	10	1	93	255
".....	43A	U	49	18		67	159
".....	43B	U	55	14	1	70	175
".....	44	U	86	24		110	224
".....	45	U	90	10		100	263
".....	46	U	63	14		77	189
".....	47	U	76	14		90	247
".....	48	U	73	13		86	173
".....	49	U	87	18	1	106	236
".....	50	U	72	35		107	254
".....	51	U	81	36		117	239
".....	52A	U	77	10		87	158
".....	52B	U	58	15		73	145
".....	53	U	98	32		130	282
".....	54	U	111	22		133	253
".....	55	U	107	21		128	250
".....	56	U	106	19		125	264
".....	57	U	104	21		125	296
".....	58	U	66	28		94	274
".....	59	U	96	24		120	228
".....	60	U	90	40		130	297
".....	61	U	79	15		94	200

## TORONTO-SCARBOROUGH—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Henry Harris.	Frank Norman Walker.			
TORONTO CITY (CITÉ)							
Ward (Quartier) 8—Con.....	62A	U	40	11	1	52	175
"	62B	U	38	7		45	149
"	63	U	93	19		112	239
"	64	U	92	14		106	248
"	65	U	93	8		101	192
"	66	U	77	8	1	86	221
"	67	U	67	12		79	184
"	68	U	84	27		111	227
"	69	U	76	11		87	211
"	70	U	97	17		114	240
"	71	U	86	12		98	185
"	72	U	71	21		92	189
"	73	U	81	30		111	255
"	74	U	88	23		111	237
"	75	U	98	16		114	230
"	76	U	115	20		135	282
"	77	U	83	14		97	199
"	78	U	82	24		106	214
"	79	U	67	22	2	91	196
"	80	U	69	24		93	211
"	81	U	78	25	1	104	274
"	82	U	66	26	1	93	251
"	83A	U	83	21		104	178
"	83B	U	44	13		57	140
"	84	U	101	19		120	223
"	85	U	76	49		125	205
"	86	U	72	13		85	174
"	87	U	59	15		74	247
"	88	U	65	21		86	230
"	89	U	68	11		79	247
"	90A	U	54	15	2	71	177
"	90B	U	52	17		69	163
"	91	U	66	16		82	194
"	92	U	63	8		71	202
"	93	U	65	21		86	197
"	94	U	88	7	1	96	180
"	95	U	63	38		101	211
"	96	U	73	14	2	89	218
"	97	U	98	29		127	283
"	98	U	85	26		111	243
"	99	U	81	30	1	112	235
"	100	U	88	24		112	234
"	101	U	76	15		91	223
"	102	U	49	24		73	172
"	103	U	80	24		104	269
"	104	U	95	4		99	215
"	105	U	91	10		101	212
"	106	U	67	24		91	190
"	107	U	59	18		77	162
"	108	U	85	16		101	213
"	109	U	58	24		82	234
"	110	U	86	15		101	220
"	111	U	86	20		106	268
"	112	U	44	9		53	131
"	113	U	65	15		80	186
"	114	U	66	30		96	222
"	115	U	92	33		125	236
"	116	U	76	14		90	197
"	117	U	77	34	1	112	256
"	118	U	75	10		85	178
"	119	U	96	27		123	272
"	120	U	96	17		113	234
"	121	U	69	9		78	188



## TORONTO-SCARBOROUGH—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Henry Harris.	Frank Norman Walker.	Bulletins rejetés	Vote total	Electeurs sur la liste
TORONTO CITY (CITÉ)							
Ward (Quartier) 8—Con.....	122	U	104	22	.....	126	255
"	123	U	84	24	.....	108	229
"	124	U	73	9	2	84	195
"	125	U	54	18	.....	72	166
"	126	U	61	14	.....	75	162
"	127	U	78	11	2	91	184
"	128	U	60	23	.....	83	188
"	129	U	86	23	.....	109	226
"	130	U	79	20	.....	99	178
"	131	U	72	13	.....	85	176
"	132	U	27	15	.....	42	114
"	133	U	123	15	.....	138	275
"	134	U	58	15	.....	73	191
"	135	U	79	12	.....	91	239
"	136	U	69	11	.....	80	191
"	137	U	58	8	1	67	204
"	138	U	81	8	1	90	208
"	139	U	91	13	.....	104	251
"	140	U	71	13	.....	84	212
"	141	U	63	20	.....	83	214
"	142	U	78	15	.....	93	213
"	143A	U	64	3	.....	67	161
"	143B	U	43	7	.....	50	145
"	144	U	64	17	.....	81	168
"	145	U	58	27	.....	85	180
"	146	U	96	17	.....	113	264
"	147	U	72	23	.....	95	181
"	148	U	55	23	.....	78	203
"	149	U	68	10	.....	78	192
"	150	U	100	19	.....	119	251
"	151	U	94	10	.....	104	201
"	152	U	34	15	.....	49	169
"	153	U	69	22	.....	91	195
"	154	U	70	26	.....	96	256
"	155	U	113	24	.....	137	259
"	156	U	68	31	.....	99	206
"	157	U	111	21	.....	132	262
"	158	U	46	8	.....	54	174
"	159	U	80	24	.....	104	166
"	160	U	81	26	.....	107	198
"	161	U	51	26	.....	77	226
"	162	U	72	13	.....	85	161
"	163	U	61	20	.....	81	166
"	164	U	78	13	.....	91	196
"	165	U	68	30	1	99	190
"	166	U	67	20	.....	87	214
"	167	U	69	25	.....	94	231
"	168	U	63	29	.....	92	214
"	169	U	62	18	.....	80	195
"	170	U	77	27	.....	104	216
"	171	U	58	32	.....	90	234
"	172	U	60	13	.....	73	210
"	173	U	115	21	.....	136	279
"	174	U	100	26	2	128	297
"	175	U	91	32	1	124	231
"	176	U	68	14	.....	82	189
"	177	U	76	17	.....	93	183
"	178	U	63	16	1	80	225
"	179	U	81	25	.....	106	212
Ward (Quartier) 1.....	180	U	45	17	.....	62	182
"	181	U	107	16	.....	123	255
"	182	U	54	7	.....	61	160
"	183A	U	97	25	.....	122	238

## TORONTO-SCARBOROUGH—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Henry Harris.	Frank Norman Walker.			
TORONTO CITY (CITÉ)							
Ward (Quartier) 1—Con.....	184A	U	49	21	.....	70	156
“ .....	184B	U	55	10	.....	65	157
“ .....	185A	U	76	8	.....	84	180
“ .....	158B	U	85	14	.....	99	191
“ .....	186	U	90	21	.....	111	209
“ .....	187A	U	66	13	.....	79	219
“ .....	188A	U	46	16	.....	62	152
“ .....	188B	U	43	23	.....	66	156
“ .....	189	U	66	20	.....	86	235
“ .....	190	U	70	20	1	91	249
Advance (Provisoire).....			28	10		38	
Ward (Quartier) 8.....	191	U	68	30	.....	98	211
“ .....	192	U	83	17	.....	100	281
Totals—Totaux.....	202	.....	14,938	3,556	33	18,527	42,566

Majority for } Joseph Henry Harris, 11,382.  
Majorité pour }



## TORONTO SOUTH (SUD)

Population—1921, 49,291

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Reginald Geary	Thomas Henry Shipway			
TORONTO CITY (CITÉ)							
Ward (Quartier) 3.....	1-4	U	60	3		63	129
"	5-9	U	18	2		20	45
"	10-15	U	14	2		16	35
"	16-17	U	23	8		31	76
"	18	U	23	8		31	79
"	19	U	22	9		31	147
"	20-21	U	19	0		19	29
"	22-28	U	43	12		55	118
"	55-57	U	59	8		67	145
"	29-39	U	23	7		30	229
"	40-41	U	54	23		77	230
"	42	U	21	11		32	77
"	43-44	U	38	17		55	139
"	45	U	64	28		92	233
"	46	U	10	4		14	49
"	58	U	7	1		8	29
"	59	U	26	2		28	78
"	60-63-64	U	60	8		68	145
"	61	U	3	1		4	
Advance (Provisoire).....	1	U	52	9		61	154
Ward (Quartier) 4.....	1	U	78	37		115	196
"	2	U	23	4		27	48
"	3	U	49	14		63	203
"	4	U	39	16	1	56	156
"	5	U	9	2		11	38
"	6	U	53	15		68	177
"	7	U	37	10		47	114
"	8-9	U	28	8		36	129
"	10	U	18	10		28	58
"	11	U	1	0		1	8
"	12	U	59	8		67	196
"	13	U	22	13		35	139
"	14	U	19	15	2	36	94
"	15	U	13	2		15	32
"	16	U	12	1		13	36
"	17	U	5	0		5	39
"	18	U	17	6		23	50
"	19	U	42	7		49	195
"	20	U	49	16		65	219
"	21	U	32	16		48	129
"	22	U	40	22		62	187
"	23	U	35	17	1	53	106
"	24	U	30	12		42	130
"	25	U	26	20		46	177
"	26	U	30	7		37	132
"	27	U	29	17		46	155
"	28A	U	21	14		35	149
"	28B	U	39	25	1	65	268
"	29	U	38	22	1	61	145
"	30	U	19	2		21	74
"	31	U	41	25	6	72	237
"	32	U	44	13		57	192
"	33	U	83	34		117	238
"	34	U	35	12	3	50	139
"	35	U	16	16		32	112
"	48	U	47	14		61	163
"	49	U	18	10		28	127
"	50	U	62	18	3	83	234
"	51	U	38	19		57	192
"	52	U	32	12		44	118
"	53	U	54	17		71	169
"	54	U	40	22	5	67	158
"	55	U					

TORONTO SOUTH (SUD)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Reginald Geary	Thomas Henry Shipway			
TORONTO CITY (CITÉ)							
Ward (Quartier) 4— <i>Con.</i> .....	56	U	33	27	.....	60	186
“ .....	57	U	84	24	.....	108	253
Ward (Quartier) 5.....	1	U	19	32	1	52	188
“ .....	2	U	25	14	2	41	147
“ .....	3	U	39	15	.....	54	159
“ .....	4	U	150	14	.....	164	258
“ .....	5	U	40	22	.....	62	210
“ .....	6	U	49	23	.....	72	236
“ .....	7	U	57	34	.....	91	200
“ .....	8	U	79	30	.....	109	222
“ .....	9	U	51	16	.....	67	184
“ .....	10	U	64	23	.....	87	218
“ .....	11	U	34	10	.....	44	144
“ .....	12	U	35	10	1	46	141
“ .....	13	U	99	19	3	121	261
“ .....	14A	U	79	9	.....	88	369
“ .....	14B	U	76	13	2	91	
“ .....	15	U	51	9	.....	60	171
“ .....	16	U	47	20	2	69	159
“ .....	17	U	66	18	1	85	257
“ .....	18	U	26	20	.....	46	159
“ .....	19	U	41	15	1	57	205
“ .....	20	U	78	23	3	104	297
“ .....	21	U	50	12	.....	62	180
“ .....	22	U	83	32	6	121	239
“ .....	23	U	46	2	.....	48	181
“ .....	24	U	68	13	2	83	231
“ .....	25	U	29	18	.....	47	151
“ .....	26	U	66	20	2	88	262
“ .....	27	U	39	21	.....	60	161
“ .....	28	U	42	26	.....	68	215
“ .....	29	U	53	45	.....	98	289
“ .....	30	U	59	20	2	81	205
“ .....	31	U	59	21	.....	80	243
“ .....	32	U	76	20	1	97	224
“ .....	33	U	68	18	.....	86	239
“ .....	34	U	49	10	.....	59	206
“ .....	35	U	81	12	.....	93	266
“ .....	36	U	70	17	.....	87	195
“ .....	37	U	83	19	.....	102	239
“ .....	38	U	97	21	.....	118	297
“ .....	39	U	88	12	2	102	243
“ .....	40	U	57	13	2	72	154
“ .....	41	U	90	13	.....	103	206
“ .....	42	U	48	16	6	70	151
“ .....	43	U	46	8	.....	54	140
“ .....	44	U	79	24	.....	103	241
Totals—Totaux.....	109	.....	4,909	1,606	62	6,577	17,806

Majority for } George Reginald Geary, 3,303.  
Majorité pour }



## TORONTO WEST CENTRE (OUEST CENTRE).

Population—1921, 59,197.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Horatio Clarence Hocken.	Frederick Graham Johnston.	John MacDonald.			
TORONTO CITY (CITÉ)								
Ward (Quartier) 4.....	36	U	30	31	4	1	66	193
"	37	U	24	11	0		35	83
"	38	U	63	41	12	1	117	257
"	39	U	12	7	2		21	78
"	40A	U	33	48	8	1	90	200
"	40B	U	24	27	2		53	153
"	41	U	53	49	10	1	113	210
"	42	U	41	50	10		101	285
"	43A	U	16	37	12		65	168
"	43B	U	34	39	1	2	76	175
"	44A	U	39	32	11	7	89	205
"	44B	U	28	41	4	4	77	192
"	45	U	49	43	14	5	111	294
"	46A	U	34	40	4	2	80	212
"	46B	U	30	37	7	1	75	195
"	47	U	37	16	12		65	160
"	58	U	20	35	9	2	66	150
"	59	U	12	92	20	3	127	241
"	60	U	28	37	35	2	102	284
"	61	U	41	25	17		83	246
"	62	U	31	47	18		96	201
"	63A	U	27	28	20	4	79	150
"	63B	U	22	41	21	3	87	178
"	64A	U	31	20	18	1	70	171
"	64B	U	17	41	11		69	142
"	65	U	32	34	0		75	144
"	66	U	32	31	11		74	227
"	67	U	30	67	17		114	172
"	68	U	48	59	19		126	298
"	69	U	57	27	17	6	107	155
"	70-71	U	60	18	1		79	194
"	72	U	70	40	7		117	290
"	73A	U	40	43	1		84	157
"	73B	U	52	33	11		96	208
"	74A	U	53	36	0		89	165
"	74B	U	72	26	4		102	200
"	75	U	50	45	1		126	250
"	76	U	115	48	3		166	295
"	77A	U	62	38	0		100	189
"	77B	U	49	33	1		83	184
"	78	U	82	40	19		141	309
"	79	U	71	57	8	2	138	275
"	80	U	73	48	2	1	124	237
"	81A	U	39	26	8		73	180
"	81B	U	27	23	11		61	171
"	82	U	36	68	43		147	312
"	83	U	31	62	9	1	103	237
"	84A	U	43	35	3		81	212
"	84B	U	30	42	8		80	203
"	85	U	67	45	14		126	270
"	86A	U	31	34	16	2	83	166
"	86B	U	20	36	13		69	160
"	87	U	66	24	12	2	104	243
"	88A	U	43	19	7		69	163
"	88B	U	40	9	5		54	156
"	89	U	46	37	14	3	100	208
"	90A	U	52	25	4		81	150
"	90B	U	42	16	7		65	161
"	91	U	32	33	20		85	228
"	92	U	65	40	5	2	112	267
"	93	U	50	41	9		100	208
"	94A	U	54	19	4		77	171
"	94B	U	25	29	4		58	150

TORONTO WEST CENTRE (OUEST CENTRE)—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Horatio Clarence Hocken.	Frederick Graham Johnston.	John MacDonald.			
TORONTO CITY (CITÉ)								
Ward (Quartier) 4— <i>Con.</i> .....	95	U	67	23	16	.....	106	237
“ .....	96	U	53	13	9	.....	75	228
“ .....	97	U	79	25	3	.....	107	238
Ward (Quartier) 5.....	45	U	20	9	4	.....	33	113
“ .....	46A	U	29	35	25	.....	89	215
“ .....	46B	U	24	25	28	1	78	184
“ .....	47	U	39	21	24	.....	84	232
“ .....	48	U	29	22	40	.....	91	225
“ .....	49A	U	31	25	11	1	68	197
“ .....	49B	U	33	14	13	.....	60	151
“ .....	50	U	10	22	5	4	41	142
“ .....	51	U	32	39	24	3	98	235
“ .....	52	U	33	63	14	1	111	259
“ .....	53	U	50	44	10	.....	104	242
“ .....	54	U	44	44	7	.....	95	209
“ .....	55	U	38	96	2	1	137	228
“ .....	56	U	51	48	1	2	102	183
“ .....	57	U	59	51	3	.....	113	210
“ .....	58	U	82	32	5	2	121	250
“ .....	59	U	66	42	11	.....	119	220
“ .....	60	U	54	44	3	.....	101	238
“ .....	61	U	51	52	7	2	112	242
“ .....	62	U	65	37	2	.....	104	225
“ .....	63	U	29	33	4	1	67	203
“ .....	64	U	71	52	9	1	133	251
“ .....	65	U	94	29	5	3	131	275
“ .....	66	U	63	20	6	.....	89	200
“ .....	67	U	55	23	10	.....	88	206
“ .....	68	U	78	25	1	.....	104	229
“ .....	69	U	87	41	8	.....	136	289
“ .....	70	U	89	44	3	1	137	248
“ .....	71A	U	39	54	5	4	102	200
“ .....	71B	U	42	28	5	1	76	132
“ .....	72	U	87	55	5	.....	147	300
“ .....	73	U	64	60	9	5	138	299
“ .....	74	U	44	45	13	1	103	218
“ .....	75A	U	52	45	1	.....	98	200
“ .....	75B	U	29	25	0	.....	54	128
“ .....	76	U	91	56	1	.....	148	273
“ .....	77	U	83	42	15	.....	140	253
“ .....	78	U	47	20	4	2	73	175
“ .....	79A	U	37	48	5	.....	90	161
“ .....	79B	U	52	44	7	.....	103	199
“ .....	80	U	62	72	8	1	143	300
“ .....	81A	U	83	44	5	.....	132	209
“ .....	81B	U	45	41	3	1	90	165
“ .....	82	U	64	34	9	.....	107	269
“ .....	83	U	82	51	12	.....	145	275
“ .....	84	U	92	23	1	3	119	238
“ .....	85	U	74	23	9	.....	106	270
“ .....	86	U	74	58	8	.....	140	275
“ .....	87	U	74	70	9	.....	153	269
“ .....	88	U	88	68	3	.....	159	296
“ .....	89	U	68	36	1	.....	105	204
“ .....	90	U	56	45	7	.....	108	254
“ .....	91	U	68	59	2	.....	129	235
“ .....	92	U	84	37	4	.....	125	276
“ .....	93	U	85	36	5	.....	126	266
“ .....	94	U	112	41	4	.....	157	254
“ .....	95	U	68	29	3	.....	100	204
“ .....	96	U	71	21	6	.....	98	203
“ .....	97	U	67	49	9	.....	125	291
“ .....	98A	U	38	31	3	.....	72	191



TORONTO WEST CENTRE (OUEST CENTRE)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Horatio Clarence Hocken.	Frederick Graham Johnston.	John MacDonald.			
TORONTO CITY (CITÉ)								
Ward (Quartier) 5— <i>Con</i> .....	98B	U	43	27	1	.....	71	175
“ .....	99	U	78	39	7	.....	124	222
“ .....	100	U	68	24	5	.....	97	181
“ .....	101A	U	73	19	3	1	96	169
“ .....	101B	U	59	10	3	.....	72	163
“ .....	102	U	82	32	2	.....	116	223
“ .....	103A	U	97	14	2	.....	113	212
“ .....	103B	U	85	23	4	.....	112	178
“ .....	104A	U	64	25	2	.....	91	202
“ .....	104B	U	68	15	6	.....	89	175
“ .....	105A	U	62	25	2	.....	89	175
“ .....	105B	U	41	25	0	.....	66	153
“ .....	106A	U	65	33	1	.....	99	198
“ .....	106B	U	58	27	0	1	86	167
“ .....	107A	U	64	28	5	2	99	183
“ .....	107B	U	62	18	2	.....	82	124
“ .....	108A	U	56	32	0	.....	88	167
“ .....	108B	U	62	35	2	2	101	163
“ .....	109	U	97	66	4	2	169	272
“ .....	110	U	95	29	17	1	142	252
“ .....	111	U	70	18	0	.....	88	146
“ .....	112	U	71	28	1	.....	100	223
Advance (Provisoire).....	.....	U	16	12	1	.....	29	.....
Totals—Totaux.....	149	.....	7,956	5,388	1,193	109	14,646	31,197

Majority for  
Majorité pour } Horatio Clarence Hocken over (sur) { Frederick Graham Johnston, 2,568  
John MacDonald, 6,763.

## VICTORIA

Population—1921, 33,995

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Hubert Stinson	John Jabez Thurston			
Anson and Hindon.....	1	R	99	31	.....	130	144
Bobcaygeon.....	1A	R	99	32	.....	131	199
".....	1B	R	78	30	2	110	184
".....	2	R	139	57	.....	196	252
Bexley.....	1	R	119	57	1	177	185
".....	2	R	75	25	.....	100	158
Carden.....	1	R	45	27	1	73	121
".....	2	R	45	45	.....	90	117
Cardiff.....	1	R	4	6	1	11	38
".....	2	R	73	26	.....	99	163
".....	3	R	33	0	.....	33	38
Dalton.....	1	R	44	13	.....	57	103
".....	2	R	38	21	.....	59	82
Digby.....	1	R	60	17	.....	77	108
Dysart.....	1A	R	125	59	.....	184	232
".....	1B	R	129	59	1	189	242
".....	1C	R	129	40	.....	169	221
".....	2	R	106	10	.....	116	135
".....	3	R	22	5	.....	27	33
".....	4	R	38	1	.....	39	49
".....	5	R	42	6	.....	48	55
Eldon.....	1A	R	50	59	.....	109	154
".....	1B	R	61	71	.....	132	170
".....	2A	R	49	42	.....	91	125
".....	2B	R	64	70	.....	134	187
".....	3A	R	.....	.....	.....	.....	162
".....	3B	R	178	66	1	245	178
".....	4	R	113	67	.....	180	240
Emily.....	1	R	68	62	.....	130	173
".....	2	R	49	57	.....	106	119
".....	3	R	50	73	.....	123	161
".....	4	R	16	132	.....	148	205
".....	5	R	70	21	.....	91	139
".....	6	R	15	51	.....	66	82
".....	7	R	29	87	.....	116	149
Fenelon Falls.....	1A	R	61	69	1	131	173
".....	1B	R	76	66	.....	142	185
".....	2A	R	59	62	.....	121	158
".....	2B	R	63	73	.....	136	166
Fenelon Township.....	1	R	39	18	.....	57	76
".....	2A	R	51	72	1	124	153
".....	2B	R	63	56	1	120	149
".....	3	R	69	124	.....	193	253
".....	4	R	52	126	.....	178	227
".....	5A	R	43	84	1	128	162
".....	5B	R	37	88	2	127	162
Glamorgan.....	1	R	115	30	.....	145	221
Laxton.....	1	R	111	37	.....	148	168
Lutterworth.....	1	R	88	18	.....	106	174
Lindsay, Advance (Provisoire).	.....	U	85	21	.....	106	.....
Lindsay, East Ward (Quartier Est).....	1A	U	91	30	.....	121	183
".....	1B	U	79	41	.....	120	183
".....	2A	U	151	51	.....	202	313
".....	2B	U	118	55	.....	173	248
Lindsay, North Ward (Quartier Nord).....	1A	U	121	37	.....	158	199
".....	1B	U	143	47	.....	190	282
".....	1C	U	125	43	.....	168	213
".....	2A	U	156	33	.....	189	269
".....	2B	U	144	29	.....	173	247
".....	3A	U	222	25	.....	247	313
".....	3B	U	187	47	2	236	315



## VICTORIA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Hubert Stinson	John Jabez Thurston			
Lindsay, South Ward (Quartier Sud)	1A	U	200	25		231	314
"	1B	U	132	43	1	176	271
"	2A	U	185	30		215	314
"	2B	U	123	22		145	208
"	3A	U	135	39	1	175	249
"	3B	U	148	17		165	237
"	4A	U	103	61		164	226
"	4B	U	98	90		188	254
"	4C	U	88	51	1	140	185
Mariposa	1	R	95	88		183	292
"	2	R	77	118		195	251
"	3A	R	60	62		122	181
"	3B	R	57	99	1	157	205
"	4A	R	79	85	1	165	183
"	4B	R	26	60		86	170
"	5	R	67	144	1	212	255
"	6	R	35	116		151	193
"	7	R	68	145	1	214	263
"	8	R	27	64		91	153
Minden	1A	R	95	55	1	151	173
"	1B	R	72	37		109	153
"	2	R	41	64		105	135
Monmouth	1	R	92	37		129	176
"	2	R	65	17	2	84	96
Omamee	1A	R	142	28		170	196
"	1B	R	131	36		167	197
Ops	1	R	58	121		179	204
"	2	R	95	114	1	210	281
"	3	R	64	93		157	205
"	4	R	60	65		126	169
"	5	R	111	106		217	257
"	6	R	96	63		159	212
Sturgeon Point	1	R	16	0		16	21
Sherbourne	1	R	73	9		82	100
Somerville	1	R	25	14		39	60
"	2	R	90	59		149	170
"	3	R	152	60		212	286
"	4	R	41	16		57	68
"	5	R	82	56		138	203
"	6	R	21	61		82	87
Snowdon	1	R	106	47		153	192
"	2	R	29	36		65	105
"	3	R	45	14	1	60	73
Stanhope	1	R	73	51		124	153
"	2	R	58	33		91	105
Verulam	1	R	88	75		163	193
"	2	R	90	78		168	224
"	3	R	37	133		170	193
"	4	R	24	94		118	163
"	5	R	40	58		98	149
"	6	R	19	20		39	67
Woodville	1A	R	69	31		100	144
"	1B	R	58	56		114	160
Totals—Totaux	113		9,070	6,004	27	15,101	20,074

Majority for  
Majorité pour } Thomas Hubert Stinson, 3,066.

WATERLOO NORTH (NORD)

Population—1921, 41,698

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Daum Euler	David Gross			
Elmira Town (Ville).....	1A	R	110	77	.....	187	274
" " .....	1B	R	115	101	.....	216	309
" " .....	2A	R	94	80	1	175	243
" " .....	2B	R	113	91	1	205	275
" " .....	2C	R	72	69	1	142	178
Waterloo Township.....	1	R	155	32	.....	187	254
" " .....	2	R	98	43	2	143	202
" " .....	3A	R	68	29	1	98	190
" " .....	3B	R	85	57	1	143	212
" " .....	3C	R	97	27	.....	124	268
" " .....	4	R	103	34	.....	137	233
" " .....	5	R	100	26	.....	126	229
" " .....	6A	R	141	25	.....	166	276
" " .....	6B	R	97	19	1	117	246
Wellesley Township.....	1	R	96	26	1	123	220
" " .....	2A	R	163	8	2	173	240
" " .....	2B	R	64	28	.....	92	154
" " .....	3A	R	41	7	.....	48	162
" " .....	3B	R	53	8	1	62	162
" " .....	4A	R	68	16	.....	84	198
" " .....	4B	R	36	26	.....	62	118
" " .....	5A	R	91	61	.....	152	294
" " .....	5B	R	102	42	.....	144	228
" " .....	6A	R	124	28	1	153	296
" " .....	6B	R	50	25	1	76	158
" " .....	7	R	55	18	.....	73	187
Woolwich Township.....	1	R	99	15	.....	114	172
" " .....	2	R	164	19	.....	183	268
" " .....	3A	R	113	12	2	127	236
" " .....	3B	R	128	16	.....	144	296
" " .....	4A	R	42	40	.....	82	169
" " .....	4B	R	46	21	.....	67	170
" " .....	5A	R	31	14	.....	45	143
" " .....	5B	R	68	18	.....	86	167
" " .....	6	R	71	20	.....	91	203
" " .....	7	R	70	28	.....	98	221
Waterloo Town (Ville).....	1	U	118	81	1	200	283
" " .....	2A	U	65	84	.....	149	220
" " .....	2B	U	77	83	.....	160	229
" " .....	3A	U	87	111	1	199	331
" " .....	3B	U	100	100	.....	200	338
" " .....	4A	U	82	118	.....	200	267
" " .....	4B	U	103	84	.....	187	244
" " .....	5A	U	97	95	1	193	261
" " .....	5B	U	56	56	.....	112	174
" " .....	5C	U	85	45	.....	130	234
" " .....	6A	U	100	63	.....	163	232
" " .....	6B	U	117	75	.....	192	294
" " .....	6C	U	144	65	.....	209	314
" " .....	7A	U	89	65	.....	154	243
" " .....	7B	U	109	53	.....	162	256
" " .....	8	U	118	83	.....	201	286
Kitchener City (Cité).....	1A	U	65	23	.....	88	164
" " .....	1B	U	59	49	2	110	171
" " .....	2A	U	76	54	.....	130	222
" " .....	2B	U	97	37	4	138	308
" " .....	3A	U	63	45	.....	108	197
" " .....	3B	U	70	62	.....	132	235
" " .....	3C	U	90	58	.....	148	234
" " .....	4A	U	88	52	.....	140	221
" " .....	4B	U	99	67	.....	166	232
" " .....	5	U	132	73	.....	205	273
" " .....	6A	U	56	62	.....	118	173
" " .....	6B	U	73	50	.....	123	186
" " .....	7	U	135	84	.....	219	332



## WATERLOO NORTH (NORD)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Daum Euler	David Gross			
Kitchener City (Cité).....	8	U	70	49	.....	119	160
" ".....	9	U	75	76	.....	151	264
" ".....	10A	U	59	51	.....	110	197
" ".....	10B	U	67	42	.....	109	179
" ".....	11A	U	76	55	1	132	232
" ".....	11B	U	63	52	.....	115	213
" ".....	12A	U	79	40	.....	119	204
" ".....	12B	U	65	54	.....	119	209
" ".....	13A	U	55	60	.....	124	167
" ".....	13B	U	51	56	.....	107	182
" ".....	14A	U	81	57	.....	138	207
" ".....	14B	U	96	65	.....	161	249
" ".....	15A	U	105	59	.....	164	234
" ".....	15B	U	75	51	.....	126	179
" ".....	16A	U	58	37	.....	95	188
" ".....	16B	U	75	37	.....	112	211
" ".....	17A	U	73	33	.....	106	185
" ".....	17B	U	65	43	.....	108	177
" ".....	18A	U	93	40	.....	133	228
" ".....	18B	U	80	61	1	142	218
" ".....	19A	U	110	73	.....	183	296
" ".....	19B	U	118	82	.....	200	290
" ".....	20A	U	73	51	.....	124	225
" ".....	20B	U	70	53	2	125	187
" ".....	21A	U	91	20	.....	111	158
" ".....	21B	U	83	33	.....	116	148
" ".....	22A	U	78	57	1	136	239
" ".....	22B	U	92	48	2	142	222
" ".....	23	U	109	51	.....	160	249
" ".....	24A	U	67	55	.....	122	227
" ".....	24B	U	45	52	.....	97	200
" ".....	25A	U	66	34	.....	100	182
" ".....	25B	U	63	57	.....	120	186
" ".....	26A	U	70	57	.....	127	194
" ".....	26B	U	66	52	.....	118	176
" ".....	27	U	47	52	.....	99	182
" ".....	28A	U	75	59	3	137	209
" ".....	28B	U	77	49	1	127	213
" ".....	29A	U	85	65	1	151	228
" ".....	29B	U	100	80	.....	180	294
" ".....	30A	U	76	65	.....	141	220
" ".....	30B	U	59	61	1	121	177
" ".....	31	U	110	67	1	178	296
" ".....	32A	U	39	39	1	79	199
" ".....	32B	U	34	35	2	71	173
" ".....	33A	U	85	65	1	151	256
" ".....	33B	U	64	49	2	115	206
" ".....	34A	U	41	51	1	93	166
" ".....	34B	U	69	54	.....	123	193
" ".....	35A	U	83	63	.....	146	209
" ".....	35B	U	91	37	.....	128	192
" ".....	36A	U	88	38	.....	126	177
" ".....	36B	U	56	72	3	131	181
" ".....	37A	U	83	64	2	149	235
" ".....	37B	U	96	76	4	176	253
" ".....	38A	U	76	63	.....	139	253
" ".....	38B	U	102	57	.....	159	254
" ".....	39A	U	87	40	1	128	198
" ".....	39B	U	66	40	2	108	204
" ".....	40	U	70	39	.....	109	165
Totals—Totaux.....	125	.....	10,394	6,365	58	16,817	27,520

Majority for  
Majorité pour } William Daum Euler, 4,629.

## WATERLOO SOUTH (SUD).

Population—1921, 33,568.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alexander McKay Edwards.	Charles Russell Widdifield.			
Galt City (Cité).....	1A	U	107	38	1	146	239
".....	1B	U	120	28		148	238
".....	1C	U	120	48	1	169	275
".....	2A	U	94	51		145	293
".....	2B	U	89	51		140	268
".....	3A	U	87	35		122	191
".....	3B	U	84	45		129	204
".....	4A	U	96	33	1	130	234
".....	4B	U	71	42		113	197
".....	5A	U	62	20		82	239
".....	5B	U	64	35	1	100	258
".....	6A	U	99	55		154	265
".....	6B	U	106	36		142	244
".....	7A	U	79	49		128	218
".....	7B	U	79	48		127	201
".....	7C	U	85	44		129	196
".....	8A	U	73	48	1	122	308
".....	8B	U	88	44		132	215
".....	9A	U	91	38		129	194
".....	9B	U	75	52		127	191
".....	10A	U	61	37		98	223
".....	10B	U	62	33		95	235
".....	10C	U	74	22		96	229
".....	11A	U	89	48		137	211
".....	11B	U	97	37		134	214
".....	11C	U	82	53		135	239
".....	12A	U	100	38		138	227
".....	12B	U	105	35		140	196
".....	12C	U	99	41		140	230
".....	13A	U	117	38	2	157	256
".....	13B	U	135	41	1	177	273
".....	13C	U	125	43		168	284
".....	14A	U	110	54		164	253
".....	14B	U	91	40		131	223
".....	15A	U	97	48		145	239
".....	15B	U	83	41		124	208
".....	15C	U	67	50		117	208
".....	16A	U	74	29		103	184
".....	16B	U	92	42		134	232
".....	16C	U	65	35		100	184
" Advance (Provisoire).....		U	12	5		17	
Preston.....	A-G 1	U	68	54	1	123	213
".....	H-P 1	U	87	35		122	211
".....	Q-Z 1	U	86	48		134	186
".....	A-L 2	U	114	63		177	267
".....	M-Z 2	U	95	45		140	239
".....	A-K 3	U	128	66		194	319
".....	L-Z 3	U	134	46	3	183	291
".....	A-K 4	U	130	71		201	300
".....	L-Z 4	U	107	64		171	265
".....	A-H 5	U	131	90	1	222	335
".....	I-P 5	U	78	51	1	133	190
".....	Q-Z 5	U	100	64		164	236
".....	A-K 6	U	74	36		110	155
".....	L-Z 6	U	72	35		107	164
Ayr.....	A-K 1	R	98	97	1	196	278
".....	L-Z 1	R	91	102		193	261
Hespeler.....	A-L 1	R	94	57		151	236
".....	M-Z 1	R	78	42		120	167
".....	A-L 2	R	108	43		151	221
".....	M-Z 2	R	98	34		132	197
".....	A-K 3	R	75	29		104	178
".....	L-Z 3	R	55	30	2	87	168
".....	A-L 4	R	125	34	3	162	229
".....	M-Z 4	R	84	37		121	186



## WATERLOO SOUTH (SUD)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alexander McKay Edwards.	Charles Russell Widdifield.			
Hespeler.....	5	R	97	42		139	190
New Hamburg.....	1	R	74	80		154	231
“.....	1	R	79	64		143	210
“.....	1	R	54	76		140	205
“.....	2	R	83	82		165	242
North Dumfries.....	1	R	32	73		105	144
“.....	2	R	61	48		109	176
“.....	2	R	59	56	1	116	204
“.....	3	R	46	57	1	104	196
“.....	3	R	26	62	1	89	181
“.....	4	R	31	107	1	139	207
“.....	5	R	34	129		163	267
Waterloo.....	1	R	12	69		81	170
“.....	1	R	17	51		68	172
“.....	2	R	107	57		164	302
“.....	3	R	31	49	1	81	167
“.....	3	R	24	38		62	159
“.....	4	R	49	88		137	229
“.....	4	R	66	55		121	231
“.....	5	R	24	92	1	107	251
“.....	6	R	23	99		122	267
Wilmot.....	1	R	22	45	1	68	178
“.....	1	R	19	60		79	177
“.....	2	R	23	47		70	208
“.....	2	R	22	34	1	57	166
“.....	3	R	17	49		66	178
“.....	3	R	8	42		50	155
“.....	4	R	51	36		87	238
“.....	4	R	52	53	2	107	327
“.....	5	R	5	60		65	161
“.....	5	R	6	61		67	178
“.....	6	R	40	61		101	291
Tota.s—Totaux.....	97	.....	7,220	4,935	33	12,188	21,324

Majority for } Alexander McKay Edwards, 2,285.  
Majorité pour }

## WELLAND.

Population—1921, 66, 668

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Manley German	George Hamilton Pettit			
Niagara Falls.....	1	U	63	73		136	228
"	1A	U	74	72		146	268
"	2	U	43	92	3	138	216
"	3	U	63	93	1	157	220
"	4	U	90	96		186	307
"	4A	U	92	74		166	299
"	5	U	32	92		174	305
"	6	U	79	73	1	153	227
"	6A	U	75	79	1	155	233
"	6B	U	43	85		128	193
"	7	U	74	94		168	319
"	8	U	93	88	2	183	350
"	9	U	53	123		176	306
"	10	U	52	73		125	196
"	10A	U	83	67		150	223
"	10B	U	75	88		163	264
"	11	U	74	102		176	260
"	12	U	80	89		169	251
"	13	U	91	99		190	288
"	14	U	105	64		169	283
"	15	U	74	65	1	140	265
"	16	U	89	72		161	259
"	17	U	90	85	1	176	287
"	17A	U	103	96		199	281
"	17B	U	62	99		161	263
"	18	U	75	116		191	312
"	18A	U	83	85		168	311
"	18B	U	93	100		193	316
"	19	U	89	86		175	273
"	20	U	72	79		151	252
"	21	U	87	84		171	289
"	22	U	57	89		146	252
"	23	U	68	74		142	222
"	24	U	90	76		166	280
"	25	U	70	102		172	279
"	25A	U	80	121	2	203	316
Welland, City (Cité).....	26	U	83	103	2	188	271
"	27	U	76	102		178	292
"	27A	U	54	102		156	258
"	28	U	42	86		128	202
"	29	U	82	108		190	285
"	29A	U	48	94		142	239
"	30	U	68	66		134	229
"	31	U	55	75		130	240
"	31A	U	71	67		138	227
"	32	U	94	87		181	317
"	33	U	77	68	2	147	257
"	34	U	47	79	1	127	224
"	34A	U	59	52	1	112	202
"	35	U	74	52		126	253
"	36	U	45	67		112	206
"	36A	U	44	90		134	227
"	37	U	51	84	2	137	267
"	38	U	55	75	5	135	203
"	38A	U	55	76	5	136	194
"	39	U	65	85		150	186
"	39A	U	81	72	1	154	190
"	40	U	69	60		129	164
"	41	U	81	87		168	209
"	42	U	52	87	5	144	195
"	42A	U	52	62	2	116	140
"	43	U	62	88	1	151	211
"	44	U	68	93	2	163	227
"	44A	U	49	70		119	150



WELLAND—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Manley German	George Hamilton Pettit			
Thorold, Town (Ville).....	45	U	37	83	.....	120	167
" " ".....	46	U	62	98	2	162	226
" " ".....	47	U	54	86	.....	140	187
" " ".....	48	U	46	103	.....	149	205
" " ".....	49	U	57	131	4	192	241
" " ".....	50	U	43	101	3	147	203
" " ".....	51	U	83	93	2	178	267
" " ".....	52	U	94	87	3	184	262
" " ".....	52A	U	42	42	1	85	147
" " ".....	52B	U	45	66	3	114	201
" " ".....	53	U	42	149	.....	191	273
" " ".....	54	U	62	161	.....	223	302
Port Colborne, Town (Ville)...	55	U	103	112	1	216	285
" " ".....	56	U	82	143	.....	225	299
" " ".....	57	U	105	102	.....	207	274
" " ".....	57A	U	131	96	4	231	313
" " ".....	58	U	108	104	7	219	289
" " ".....	59	U	103	128	4	235	324
" " ".....	60	U	100	99	4	203	272
" " ".....	61	U	111	103	3	217	285
" " ".....	62	U	107	85	.....	192	269
Bridgeburg, Town (Ville).....	63	U	39	54	.....	93	183
" " ".....	63A	U	52	52	.....	104	187
" " ".....	64	U	59	72	.....	131	219
" " ".....	65	U	80	108	.....	188	279
" " ".....	65A	U	44	69	.....	113	205
" " ".....	66	U	64	55	.....	119	198
" " ".....	67	U	68	84	.....	152	244
" " ".....	67A	U	41	75	.....	116	204
Bertie.....	68	R	28	58	.....	86	126
" " ".....	69	R	122	91	1	214	289
" " ".....	70	R	84	72	2	158	215
" " ".....	71	R	85	58	.....	143	208
" " ".....	72	R	106	43	2	151	277
" " ".....	73	R	87	45	.....	132	252
" " ".....	74	R	31	51	1	83	163
" " ".....	75	R	143	86	1	230	333
" " ".....	76	R	115	83	1	199	281
Crystal Beach.....	78	R	80	60	.....	140	201
Chippawa.....	79	R	59	89	2	150	211
" " ".....	79A	R	56	80	.....	136	167
" " ".....	80	R	112	136	3	251	304
Crowland.....	81	R	113	59	1	173	220
" " ".....	82	R	57	89	3	149	195
" " ".....	82A	R	76	112	9	197	243
" " ".....	83	R	111	63	.....	174	205
" " ".....	84	R	91	140	.....	231	297
" " ".....	85	R	61	105	2	168	220
" " ".....	86	R	61	71	4	136	175
Fort Erie.....	87	R	109	90	.....	199	309
" " ".....	88	R	93	129	.....	222	324
" " ".....	88A	R	113	64	2	209	317
Humberstone.....	89	R	60	77	2	139	280
" " ".....	90	R	61	88	1	150	274
" " ".....	91	R	35	86	.....	121	181
" " ".....	91A	R	48	72	.....	120	191
" " ".....	92	R	60	84	2	146	240
" " ".....	92A	R	54	81	.....	145	252
" " ".....	93	R	107	87	.....	194	286
" " ".....	95	R	111	88	.....	199	239
" " ".....	96	R	97	69	.....	166	245
" " ".....	97	R	71	75	.....	146	211
" " ".....	98	R	106	73	3	182	270
" " ".....	99	R	43	53	.....	96	136
" " ".....	100	R	44	33	.....	77	106

## WELLAND—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Manley German	George Hamilton Pettit			
Fonthill.....	101	R	91	105	.....	196	242
".....	102	R	71	117	.....	188	229
Pelham.....	103	R	79	59	.....	138	203
".....	104	R	82	37	1	120	151
".....	106	R	141	107	1	249	294
".....	107	R	93	60	.....	153	190
".....	108	R	32	26	.....	58	93
".....	109	R	98	59	.....	157	203
".....	110	R	112	47	1	160	189
".....	111	R	82	56	.....	138	179
".....	112	R	29	19	3	51	50
Stamford.....	113	R	72	84	.....	156	249
".....	114	R	78	105	.....	183	259
".....	115	R	93	107	1	201	312
".....	116	R	28	41	.....	69	165
".....	117	R	55	72	.....	127	324
".....	117A	R	74	49	.....	123	313
".....	118	R	67	99	.....	166	288
".....	119	R	85	83	.....	168	269
".....	119A	R	65	80	.....	145	246
".....	120	R	90	90	3	183	320
".....	121	R	108	87	2	197	323
".....	121A	R	78	103	.....	181	346
".....	122	R	72	87	.....	159	234
".....	123	R	73	79	.....	152	228
Thorold Township.....	124	R	108	114	1	223	260
".....	125	R	66	121	.....	187	249
".....	126	R	70	49	.....	119	148
".....	127	R	96	45	.....	141	177
".....	128	R	78	94	.....	172	174
".....	129	R	68	92	.....	160	193
".....	130	R	34	83	.....	117	166
".....	131	R	34	107	.....	141	203
".....	132	R	49	64	1	114	147
".....	133	R	43	51	.....	94	138
Wainfleet.....	134	R	64	77	1	142	195
".....	135	R	74	40	.....	114	138
".....	136	R	78	18	.....	96	147
".....	137	R	63	30	1	94	152
".....	138	R	23	48	2	73	122
".....	139	R	43	45	.....	88	121
".....	140	R	48	7	.....	55	59
".....	141	R	22	37	.....	59	115
".....	142	R	30	29	2	61	80
".....	143	R	54	71	.....	125	175
".....	144	R	18	75	.....	93	179
".....	145	R	62	61	.....	123	165
Willoughby.....	146	R	96	71	.....	167	251
".....	147	R	132	51	1	184	237
Totals—Totaux.....	178	.....	12,890	14,331	145	27,366	41,337

Majority for  
Majorité pour } George Hamilton Pettit, 1,441.



## WELLINGTON NORTH (NORD).

Population—1921, 19,833.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Richard Frederick Dale.	Duncan Sinclair.			
Arthur Township.....	1	R	80	94		174	243
“ “.....A-L	2	R	88	49		137	} 325
“ “.....M-Z	2	R	78	43		121	
“ “.....	3	R	74	78		152	208
“ “.....	4	R	126	42	4	172	205
“ “.....	5	R	50	140	5	195	263
Arthur Village.....	1	R	99	75		174	228
“ “.....	2	R	65	95		160	204
“ “.....	3	R	68	128		196	252
Clifford.....A-L	1	R	67	85	4	156	197
“ “.....M-Z	1	R	46	63		109	155
Drayton.....A-L	1	R	72	123		195	} 429
“ “.....M-Z	1	R	72	80		152	
West Garafraxa.....	1	R	98	47	1	146	191
“ “.....	2	R	60	18		78	114
“ “.....	3	R	14	47		61	92
“ “.....	4	R	19	34		53	72
“ “.....	5	R	54	46		100	118
“ “.....	6	R	42	29	1	72	109
“ “.....	7	R	28	48		76	135
“ “.....	8	R	64	37		101	126
Harriston.....	1	R	49	82	1	132	186
“ “.....	2	R	50	63		113	129
“ “.....	3	R	51	70	1	122	150
“ “.....	4	R	70	105		175	237
“ “.....	5	R	58	89	1	148	180
West Luther.....	1	R	74	58		132	151
“ “.....	2	R	46	56		102	155
“ “.....	3	R	62	91		153	207
“ “.....	4	R	74	46		120	166
“ “.....	5	R	57	76	2	135	223
Maryborough.....	1	R	73	93		166	217
“ “.....	2	R	54	81		135	250
“ “.....A-L	3	R	78	69		147	202
“ “.....M-Z	3	R	85	66		151	187
“ “.....	4	R	52	24	1	77	138
“ “.....	5	R	43	131		174	261
“ “.....	6	R	39	81		120	174
Minto.....	1	R	119	108		227	277
“ “.....	2	R	95	106		201	290
“ “.....A-L	3	R	89	44		133	134
“ “.....M-Z	3	R	89	43		132	148
“ “.....	4	R	62	80		142	161
“ “.....	5	R	118	102	1	221	257
“ “.....	6	R	54	48		102	122
Mount Forest.....A-L	1	R	66	100		166	189
“ “.....M-Z	1	R	68	65		133	172
“ “.....A-L	2	R	54	105		159	193
“ “.....M-Z	2	R	55	89		144	172
“ “.....	3	R	112	96		208	229
“ “.....	4	R	101	126	1	228	263
Palmerston.....	1	R	88	137		225	295
“ “.....A-L	2	R	13	105		118	} 343
“ “.....M-Z	2	R	33	72		105	
“ “.....A-L	3	R	34	113		147	225
“ “.....M-Z	3	R	40	115		155	217
“ “ Advance (Provisoire)	1	R	25	91	1	117	
Peel.....A-L	1	R	93	41		134	197
“ “.....M-Z	1	R	67	28		95	125
“ “.....	2	R	56	11		67	182
“ “.....	3	R	54	43		97	196
“ “.....A-L	4	R	92	53		145	201
“ “.....M-Z	4	R	64	29		93	126

WELLINGTON NORTH (NORD).—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Richard Frederick Dale.	Duncan Sinclair.			
Peel.....	5	R	128	71	.....	199	232
“.....	6	R	118	41	.....	159	215
“.....	7	R	86	81	1	168	216
Totals—Totaux.....	66	.....	4,452	4,825	25	9,302	12,256

Majority for  
Majorité pour } Duncan Sinclair, 373.



## WELLINGTON SOUTH (SUD)

Population—1921, 34,327.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William A. Burnett. <i>L. P.</i>	Hon. Hugh Guthrie. <i>C.</i>			
GUELPH CITY (CITÉ)							
St. Patrick's Ward (Quartier)	1A	U	32	142	.....	174	274
" " " "	1B	U	20	175	2	197	279
" " " "	1C	U	35	166	.....	201	268
" " " "	1D	U	30	143	.....	173	285
" " " "	2A	U	39	82	.....	121	208
" " " "	2B	U	30	93	.....	123	230
" " " "	2C	U	27	77	1	105	166
" " " "	3A	U	35	122	1	158	249
" " " "	3B	U	59	111	.....	170	297
" " " "	3C	U	27	103	.....	130	194
" " " "	4A	U	27	71	.....	98	191
" " " "	4B	U	22	88	.....	110	220
" " " "	4C	U	28	76	.....	104	176
St. George's Ward (Quartier)	5A	U	33	98	.....	131	209
" " " "	5B	U	27	77	.....	104	211
" " " "	6A	U	38	76	1	115	202
" " " "	6B	U	30	43	.....	73	232
" " " "	7A	U	56	112	.....	168	292
" " " "	7B	U	48	106	.....	154	241
" " " "	8A	U	36	106	2	144	234
" " " "	8B	U	55	124	2	181	257
" " " "	8C	U	47	95	.....	142	229
St. John's Ward (Quartier)....	9A	U	49	86	1	136	206
" " " ".....	9B	U	52	76	.....	128	207
" " " ".....	9C	U	44	60	.....	104	172
" " " ".....	10A	U	34	64	.....	98	165
" " " ".....	10B	U	19	57	.....	76	133
" " " ".....	11A	U	41	110	.....	151	231
" " " ".....	11B	U	70	80	1	151	210
" " " ".....	11C	U	53	102	.....	155	291
St. David's Ward (Quartier)	12A	U	57	86	.....	143	242
" " " "	12B	U	68	88	.....	156	239
" " " "	12C	U	49	100	1	150	241
Advance (Provisoire).....		U	10	24	.....	34	
St. David's Ward (Quartier)	13A	U	45	84	.....	129	210
" " " "	13B	U	63	86	1	150	233
" " " "	13C	U	35	83	.....	118	202
" " " "	14A	U	54	88	.....	122	233
" " " "	14B	U	51	70	.....	121	185
" " " "	14C	U	72	77	1	150	217
St. Andrew's Ward (Quartier)	15A	U	62	77	1	140	248
" " " "	15B	U	58	104	1	163	251
" " " "	15C	U	65	92	1	158	245
" " " "	16A	U	63	88	.....	151	242
" " " "	16B	U	70	77	1	148	227
" " " "	16C	U	46	67	.....	113	191
" " " "	17A	U	49	101	.....	150	250
" " " "	17B	U	79	100	.....	179	284
" " " "	17C	U	56	98	.....	154	279
" " " "	18A	U	60	114	1	175	256
" " " "	18B	U	33	85	.....	118	158
St. James Ward (Quartier)....	19A	U	34	111	.....	145	209
" " " ".....	19B	U	29	79	.....	108	164
" " " ".....	19C	U	33	89	.....	122	194
" " " ".....	20A	U	43	125	.....	168	259
" " " ".....	20B	U	31	105	.....	136	247
" " " ".....	20C	U	38	113	1	152	260
" " " ".....	21A	U	55	103	.....	158	245
" " " ".....	21B	U	22	133	.....	155	264
" " " ".....	22	U	44	157	3	204	278
Erin Village.....	1A	R	58	78	.....	136	163
" " " ".....	1B	R	83	54	.....	137	169

## WELLINGTON SOUTH (SUD)—Continued

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William A. Burnett.	Hon. Hugh Guthrie.			
Elora.....	1A	R	59	92		151	191
".....	1A	R	44	63		107	147
".....	2A	R	106	80		186	249
".....	2B	R	56	40		96	113
Fergus.....	1A	R	78	111	2	191	247
".....	1B	R	49	82	1	132	156
".....	2A	R	37	95		132	212
".....	2B	R	63	75		138	154
".....	3A	R	103	98		201	292
".....	3B	R	77	75		152	208
Guelph Township.....	1	R	209	33		242	323
".....	2A	R	93	34		127	193
".....	2B	R	68	40		108	188
".....	3	R	132	37		169	217
".....	4	R	68	92		160	201
".....	5A	R	59	47		106	140
".....	5B	R	57	65		122	161
".....	5C	R	56	57		113	160
Nichol.....	1	R	149	42		191	231
".....	2	R	93	48		141	185
".....	3	R	129	75		204	277
".....	4	R	98	59		157	209
Eramosa.....	1A	R	107	96	1	204	238
".....	1B	R	90	110	1	201	254
".....	2	R	137	83		220	257
".....	3	R	155	63		218	248
".....	4	R	113	60		173	207
".....	5	R	115	36		151	194
Erin Township.....	1	R	92	20		112	136
".....	2	R	117	38		155	197
".....	3	R	133	41		174	264
".....	4	R	83	50		133	199
".....	5	R	108	64		172	213
".....	6A	R	98	94		192	293
".....	6B	R	132	83		215	315
".....	7	R	97	22	1	120	182
Puslinch.....	1	R	134	40		174	250
".....	2	R	155	65		220	299
".....	3	R	150	62		212	259
".....	4	R	104	44		148	179
".....	5	R	89	36		125	170
".....	6	R	116	31		147	217
".....	7	R	115	8		123	150
Pilkington.....	1	R	117	38		155	197
".....	2	R	114	20		134	198
".....	3	R	159	34		193	237
Totals—Totaux.....	108	.....	7,471	8,515	29	16,015	23,651

Majority for  
Majorité pour } Honourable Hugh Guthrie, 1,044.



WENTWORTH.

Population—1921, 46,080

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Harold Stanley Burns	Gordon Crooks Wilson			
Ancaster.....	1	R	70	17		96	194
".....	2	R	75	33		108	232
"..... A-C	3	R	37	91		128	
"..... D-L	3	R	27	81		108	
"..... M-R	3	R	40	130		170	1,153
"..... S-Z	3	R	49	104		153	
"..... Sanitarium		R	26	96		122	
"..... A-G	4	R	29	88	1	118	
"..... H-N	4	R	32	60	1	93	667
"..... O-Z	4	R	52	70		122	
".....	5	R	126	49	2	177	306
".....	6	R	64	37		101	287
".....	7	R	78	30	2	110	209
".....	8	R	48	29		77	136
Barton.....	1	R	38	121		159	286
".....	2	R	52	60		112	218
".....	3	R	46	113		159	299
"..... A-I	4	R	32	103		135	474
"..... J-Z	4	R	38	78		116	
"..... A-K	5	R	57	108		165	559
"..... L-Z	5	R	42	101		143	
"..... A-F	6	R	22	88		110	
"..... G-M	6	R	27	92		119	611
"..... N-Z	6	R	17	86		103	
"..... A-J	7	R	21	144		165	594
"..... K-Z	7	R	36	125		161	
"..... A-L	8	R	29	120		149	
"..... M-Z	8	R	29	165		194	726
"..... Ontario Hospital		R	21	104		125	
Beverley.....	1	R	80	29		109	379
"..... M-Z	1	R	104	22		126	
".....	2	R	139	32		171	275
".....	3	R	92	58		150	238
".....	4	R	46	36		82	127
".....	5	R	114	24		138	212
".....	6	R	77	30		107	223
".....	7	R	35	11		46	85
".....	8	R	33	35		68	162
".....	9	R	34	31		115	183
".....	10	R	56	24		80	160
Binbrook.....	1	R	55	68		123	245
".....	2	R	78	83		161	278
".....	3	R	51	62		113	164
Flamboro East (Est).....	1	R	21	88		109	
"..... G-M	1	R	30	132		162	740
"..... N-Z	1	R	20	103		123	
"..... A-L	2	R	38	63		101	391
"..... M-Z	2	R	33	54		87	
"..... A-L	3	R	60	73		133	408
"..... M-Z	3	R	39	34		73	
".....	4	R	69	34		103	186
Glanford.....	1	R	102	75	1	178	249
".....	2	R	93	90	1	189	283
".....	3	R	32	26		58	117
".....	4	R	42	70	1	113	205
Waterdown.....	1	R	76	94		170	280
".....	2	R	52	96		148	241
Saltfleet.....	1	R	26	82	1	109	385
"..... A-L	1A	R	18	71		89	
"..... M-Z	1B	R	15	113		128	225
"..... A-H	2	R	23	95	1	119	
"..... I-Z	2	R	23	82	1	106	430
"..... A-K	3	R	56	99		155	
"..... L-Z	3A	R	51	92		143	545
".....	3B	R	83	84	1	168	298

## WENTWORTH—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Harold Stanley Burns	Gordon Crooks Wilson			
Saltfleet.....	4	R	37	46		83	130
".....	5A	R	33	127	4	164	256
".....	5B	R	27	88	1	116	292
".....	6	R	24	32		56	151
".....	7	R	39	38		77	242
".....	8	R	29	75		104	154
".....	9A	R	23	100		123	199
".....	9B	R	11	110	1	122	251
".....	A-F	R	33	89		122	679
".....	G-M	R	28	104		132	
".....	N-Z	R	19	80		99	
Flamboro, West (Ouest)	1	R	67	56		123	174
".....	2	R	48	128		176	301
".....	3	R	70	24		94	160
".....	4	R	24	30		54	134
".....	5	R	35	52		87	196
".....	6	R	71	39	2	112	155
".....	7	R	53	59		112	219
".....	8	R	48	84	1	133	203
".....	9	R	10	35		45	85
DUNDAS TOWN (VILLE)							
Canal Ward (Quartier).....	A-L	1	U	47	103	150	629
".....	M-Z	2	U	33	105	139	
Foundry Ward (Quartier).....	A-F	3	U	45	112	157	
".....	G-M	4	U	45	107	152	836
".....	N-Z	5	U	44	124	168	
Mountain Ward (Quartier).....	A-F	6	U	33	76	110	
".....	G-M	7	U	55	94	149	684
".....	N-Z	8	U	36	83	119	
Valley Ward (Quartier).....	A-C	9	U	47	93	140	
".....	D-G	10	U	43	104	147	1,319
".....	H-Mc	11	U	71	118	192	
".....	M-Q	12	U	46	67	113	
".....	R-Z	13	U	50	115	165	
Hamilton West (Ouest).....	A-L	152	U	21	66	87	118
".....	M-Z	152	U	29	93	122	
Hamilton, East (Est).....		1	U	13	36	49	
".....		2	U	41	80	122	222
".....		3	U	17	57	74	127
".....		329	U	22	91	113	201
".....		330	U	13	115	128	196
".....		331	U	11	65	76	148
".....		332	U	10	109	119	234
".....		333	U	12	96	108	228
".....		334	U	14	85	99	233
".....		335	U	25	80	107	223
".....		336	U	16	109	125	207
".....		337	U	22	63	85	210
".....		338	U	6	80	86	146
".....		339	U	10	61	71	142
".....		340	U	14	86	100	187
".....		341	U	17	75	92	160
".....		342	U	12	78	91	155
".....		343	U	12	75	87	188
".....		344	U	15	60	75	200
".....		345	U	14	104	119	216
".....		346	U	8	84	93	194
".....		347	U	19	76	95	186
".....		348	U	6	40	46	93
".....		349	U	18	58	76	176
".....		350	U	17	82	100	173
".....		351	U	17	88	105	209
".....		352	U	7	48	55	113



WENTWORTH—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Harold Stanley Burns	Gordon Crooks Wilson			
HAMILTON CITY (CITÉ)							
Hamilton, East (Est).....	353	U	12	65	.....	77	152
" ".....	354	U	8	58	.....	66	177
" ".....	355	U	6	35	.....	41	125
" ".....	356	U	16	55	.....	71	146
" ".....	357	U	11	92	2	105	204
" ".....	358	U	13	66	1	80	172
" ".....	359	U	19	61	1	81	206
" ".....	360	U	14	79	.....	93	232
" ".....	361	U	17	75	1	93	228
" ".....	362	U	15	60	.....	75	191
" ".....	363	U	15	68	.....	83	179
" ".....	364	U	16	96	2	114	216
" ".....	365	U	13	72	1	86	177
" ".....	366	U	21	65	.....	86	221
" ".....	367	U	19	80	.....	99	173
" ".....	368	U	2	39	.....	41	192
" ".....	369	U	3	48	.....	51	92
" ".....	370	U	11	106	.....	117	232
Hamilton, Advance (Provisoire).....		U	2	0	.....	2	
Totals—Totaux.....	146	.....	5,335	10,975	42	16,352	30,314

Majority for  
Majorité pour } Gordon Crooks Wilson, 5,640.

## YORK NORTH (NORD).

Population—1921, 36, 222.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Herbert Lennox.	Henry Arthur Sifton.			
Whitchurch.....	1	R	179	87	1	267	444
“.....	1	R	138	92	1	231	354
“.....	2	R	107	178	.....	285	350
“.....	3	R	103	173	.....	276	381
“.....	4	R	73	66	.....	139	169
“.....	4	R	87	93	.....	180	221
“.....	5	R	86	113	.....	199	262
“.....	6	R	108	76	.....	184	215
NEWMARKET TOWN (VILLE)							
St. George Ward (Quartier)...	1	R	136	112	1	249	254
“.....	1	R	139	113	2	254	283
“.....	1	R	96	108	1	205	262
St. Andrew Ward (Quartier)...	2	R	131	107	2	240	282
“.....	2	R	95	119	3	217	256
“.....	2	R	120	100	1	221	277
St. Patrick Ward (Quartier)...	3	R	99	110	.....	209	247
“.....	3	R	93	132	.....	225	272
“.....	3	R	90	117	2	209	263
Holland Landing.....	1	R	119	67	.....	186	220
Aurora Town (Ville).....	1	R	78	73	.....	151	169
“.....	1	R	90	57	.....	147	171
“.....	2	R	97	76	.....	173	193
“.....	2	R	100	61	.....	161	188
“.....	3	R	140	65	.....	205	238
“.....	3	R	100	55	.....	155	174
“.....	4	R	84	58	.....	142	170
“.....	4	R	73	69	5	147	187
“.....	5	R	84	124	.....	208	200
Sutton.....	1	R	182	110	.....	292	336
“.....	1	R	162	65	.....	227	273
Georgina.....	1	R	104	79	.....	183	237
“.....	2	R	149	119	.....	268	286
“.....	3	R	125	24	.....	149	154
“.....	4	R	74	134	.....	208	247
East Gwillimbury.....	1	R	76	98	.....	174	200
“.....	1	R	71	103	.....	174	208
“.....	2	R	116	113	.....	229	261
“.....	3	R	75	106	1	182	211
“.....	3	R	77	96	.....	173	200
“.....	4	R	113	86	.....	199	257
“.....	5	R	53	131	.....	184	202
“.....	5	R	75	110	.....	185	216
“.....	6	R	98	75	.....	173	201
“.....	7	R	39	36	.....	75	80
North Gwillimbury.....	1	R	102	65	.....	167	215
“.....	1	R	141	160	.....	301	332
“.....	2	R	77	75	.....	152	188
“.....	2	R	62	73	.....	135	164
“.....	3	R	76	62	.....	138	189
“.....	3	R	87	54	.....	141	175
Stouffville.....	1	R	52	115	.....	167	183
“.....	1	R	48	102	.....	150	162
“.....	2	R	46	154	.....	200	230
“.....	2	R	65	112	.....	177	193
Richmond Hill.....	1	R	121	105	.....	226	286
“.....	1	R	108	97	.....	205	248
“.....	1	R	122	97	.....	219	256
King.....	1	R	109	92	.....	201	462
“.....	1	R	107	73	1	181	
“.....	2	R	104	120	.....	224	275
“.....	3	R	114	86	.....	200	222
“.....	3	R	143	82	.....	225	237
“.....	4	R	89	85	1	175	213



## YORK NORTH (NORD)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Herbert Lennox.	Henry Arthur Sifton.			
King .....	4	R	89	108	3	200	246
" .....	5	R	110	72		182	214
" .....	6	R	98	82		180	
" .....	6	R	132	110		242	474
" .....	7	R	89	64		153	192
" .....	7	R	61	55		116	128
" .....	8	R	72	115		187	220
" .....	9	R	48	67		115	133
" .....	10	R	33	72		105	129
Markham Township .....	1	R	127	114	4	245	307
" .....	1	R	148	83		231	290
" .....	2	R	142	96	1	239	280
" .....	3	R	89	96		185	236
" .....	4	R	68	57		125	
" .....	4	R	47	71		118	379
" .....	5	R	109	112		221	290
" .....	5	R	131	81		212	270
" .....	6	R	64	147	1	212	283
" .....	7	R	45	103	3	151	190
" .....	8	R	34	77		111	140
" .....	9	R	58	169		227	295
" .....	10	R	122	144		266	335
" .....	11	R	60	117		177	217
Markham Village.....	1	R	109	145	1	255	312
" .....	2	R	83	73		156	213
" .....	2	R	76	93		169	222
Vaughan.....	1	R	129	99		228	282
" .....	1A	R	104	76		180	241
" .....	1B	R	120	57		177	224
" .....	2	R	51	74		125	147
" .....	2A	R	151	60	1	212	251
" .....	3	R	47	73		120	155
" .....	3	R	89	87		176	217
" .....	4	R	104	114		218	256
" .....	4	R	134	128		262	302
" .....	5	R	134	77	3	214	278
" .....	6	R	116	106		222	266
" .....	7	R	79	143		222	265
" .....	8	R	55	86		141	179
" .....	8	R	75	86		161	208
Woodbridge.....	1	R	143	99		242	277
" .....	2	R	88	38	1	127	145
" .....	2	R	90	39		129	150
Totals—Totaux.....	105		10,160	9,860	40	20,060	24,348

Majority for  
Majorité pour } Thomas Herbert Lennox, 300.

## YORK SOUTH (SUD)

Population—1921, 27,895

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Findlay Maclean	Robert Henry McGregor			
Scarboro.....	1A	U	33	79		112	212
"	1B	U	28	63		91	192
"	2A	U	31	66		97	180
"	2B	U	29	57	1	87	168
"	3A	U	17	61		78	161
"	3B	U	20	55		75	160
"	4A	U	39	107		146	274
"	4B	U	52	104	1	157	287
"	5A	U	38	73		111	228
"	5B	U	33	109	1	143	260
"	6A	U	41	63		104	186
"	6B	U	47	53		100	174
"	7A	U	64	56	1	121	220
"	7B	U	60	59		119	217
"	8	U	49	87	2	138	148
"	9A	U	27	78		105	267
"	9B	U	37	79		116	273
"	9C	U	29	54		83	213
"	9D	U	35	66		101	235
"	10	U	19	80		99	166
"	11A	U	30	83		113	229
"	11B	U	18	99		117	219
"	12A	U	39	67		106	214
"	12B	U	38	67	2	107	211
"	12C	U	47	78		125	215
"	13	U	50	47		97	244
"	14A	R	63	105		168	279
"	14B	R	75	82		157	285
"	15A	R	44	47	1	92	172
"	15B	R	41	61		102	185
"	16A	R	40	67	2	109	209
"	16B	R	35	82		117	149
"	17A	R	61	59	1	121	216
"	17B	R	50	50	2	102	180
"	18	R	46	7		53	163
"	19	R	64	45		109	163
"	20A	R	120	23		143	246
"	20B	R	105	16	1	122	286
"	21	R	91	33		124	299
North York.....	1A	R	60	31		91	157
"	1B	R	56	36		92	162
"	2	U	67	45		112	258
"	9	R	155	23		178	290
"	10A	U	101	21		122	260
"	10B	U	87	27		114	244
"	11	U	50	40		90	240
"	16	U	62	30		92	198
Leaside.....		R	63	152		215	256
East York.....	1	U	30	37	1	68	134
"	2	U	51	76	6	133	274
"	3A	U	44	63		107	195
"	3B	U	42	84	1	127	202
"	4	U	38	46		84	166
"	5	U	41	29		70	132
"	6	U	40	34		74	128
"	7	U	55	58		113	172
"	8	U	27	45		72	143
"	9A	U	35	40		75	181
"	9B	U	45	33	10	88	176
"	10	U	61	42		103	178
"	11	U	50	40		90	239
"	12	U	48	90	1	139	295
"	13	U	43	60		103	207
"	14	U	63	36		99	220
"	15	U	58	45		103	234



YORK SOUTH (SUD)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Findlay Maclean	Robert Henry McGregor			
East York.....	16A	U	33	54		97	171
".....	16B	U	53	33		86	149
".....	17	U	70	70		140	288
".....	18	U	72	54		126	190
".....	19	U	55	78		133	278
".....	20A	U	38	36		74	176
".....	20B	U	23	55		78	166
".....	21	U	40	55		104	173
".....	22	U	34	44		78	213
".....	23	U	29	43		72	131
".....	24	U	53	75		128	241
".....	25	U	42	61	1	104	239
".....	26	U	20	75		95	214
".....	27	U	39	80		119	250
".....	28	U	36	90		126	257
".....	29	U	62	94		156	297
".....	30	U	19	74		93	186
".....	31A	U	30	44		74	184
".....	31B	U	23	39		62	122
".....	32	U	27	58		85	168
".....	33	U	44	98		142	275
".....	34	U	16	57		73	138
".....	35A	U	17	94	2	113	232
".....	35B	U	23	58		91	168
".....	36	U	24	105		129	268
".....	37	U	11	56		67	130
".....	38	U	27	67		94	198
".....	39A	U	25	59		84	205
".....	39B	U	21	50		71	170
".....	40A	U	29	47		76	180
".....	40B	U	30	39		69	149
".....	41A	U	25	52		77	158
".....	41B	U	38	58		96	148
".....	42A	U	39	91	1	131	190
".....	42B	U	25	47		72	121
".....	43	U	43	82		125	223
".....	44	U	51	45		96	169
".....	45	U	58	63		121	216
".....	46	U	26	19		45	92
".....	47A	U	58	57		125	202
".....	47B	U	18	35	1	54	136
".....	48A	U	51	59		110	182
".....	48B	U	39	66		105	167
".....	49	U	68	80		157	263
Totals—Totaux.....	109	.....	4,880	6,555	39	11,474	22,194

Majority for  
Majorité pour } Robert Henry McGregor, 1,675.

## YORK WEST (OUEST).

Population—1921, 61,655.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Sir Henry Lumley Drayton.	Alfred Taylour Hunter.			
ETOBICOKE TOWNSHIP							
Long Branch.....	1A	U	71	27		98	284
".....	1B	U	58	19		77	211
".....	1C	U	55	20		75	253
".....	1D	U	44	5		49	193
".....	1E	U	69	7		76	252
".....	1F	U	41	10	1	52	191
".....	2A	U	115	16		131	265
".....	2B	U	68	11		79	171
".....	2C	U	96	15		111	217
Humber Bay.....	3A	U	86	53		139	250
".....	3B	U	101	33		134	255
".....	3C	U	109	40	1	150	267
Islington.....	4A	U	102	40		142	275
".....	4B	U	116	29		145	276
".....	4C	U	121	23		144	285
Long Branch.....	5A	U	98	29		127	291
".....	5B	U	74	47		121	277
".....	5C	U	96	24		120	265
Lambton.....	6A	U	125	23		148	261
".....	6B	U	123	26		149	297
Islington.....	7A	U	60	33		93	237
".....	7B	U	85	41		126	219
".....	7C	U	104	38		142	308
".....	7D	U	87	33	2	122	285
".....	7E	U	42	15		57	154
Westmount.....	8A	R	106	16	1	123	239
".....	8B	R	85	24	1	110	286
Etoibicoke.....	9	R	16	27		43	174
Thistletown.....	10	R	116	62		178	283
Smithfield.....	11	R	32	42		74	149
Humber Bay.....	12	U	91	46		137	255
Forest Hill.....	1	U	81	9		90	197
".....	2A	U	107	14		121	247
".....	2B	U	83	16		99	193
".....	3	U	38	10		48	103
".....	4	U	71	38		109	264
".....	5	U	49	12		61	232
Mimico.....	1A	U	52	23		75	157
".....	1B	U	47	30		77	154
".....	2A	U	74	39		113	201
".....	2B	U	50	39		89	191
".....	3	U	85	32		117	282
".....	4A	U	38	28	3	69	149
".....	4B	U	43	11		54	166
".....	5	U	74	36		110	260
".....	6A	U	63	21		84	162
".....	6B	U	53	31		84	170
".....	7A	U	57	15		72	200
".....	7B	U	54	23		77	206
".....	8A	U	46	19		65	185
".....	8B	U	63	18		81	171
".....	9A	U	37	21		58	186
".....	9B	U	36	28		64	177
".....	10	U	67	29		96	233
New Toronto.....	1	U	71	24		95	174
".....	2	U	97	38	1	136	286
".....	3	U	56	35		91	276
".....	4A	U	53	30		83	167
".....	4B	U	50	18		68	152
".....	5	U	57	25		82	185
".....	6	U	78	31		109	230
".....	7	U	59	26		85	151



## YORK WEST (OUEST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Sir Henry Lumley Drayton.	Alfred Taylour Hunter.			
ETOBICOKE TOWNSHIP							
New Toronto.....	8	U	53	19		72	143
“.....	9	U	34	24		108	215
YORK NORTH TOWNSHIP							
Newtonbrook.....	1A	U	59	29		98	207
“.....	1B	U	63	21		84	176
Elia.....	2	R	53	11		64	189
Emery.....	3	R	62	21		83	145
“.....	4	R	99	12		111	212
“.....	5	R	64	25		89	218
Fairbank.....	6	R	45	10		55	141
Downsview.....	7	R	40	16	1	57	207
Bedford Park.....	8	U	45	19		64	181
York Mills.....	9A	U	93	15	2	110	203
“.....	9B	U	61	11		72	179
St. Alban's Park.....	10	R	52	22	1	75	223
Willowdale.....	11A	U	62	15		77	163
“.....	11B	U	51	18		69	152
Melrose Park.....	12	U	95	20		115	258
Lansing.....	13A	R	78	37		115	269
“.....	13B	R	89	18	1	108	168
Weston.....	1A	U	94	40		134	263
“.....	1B	U	82	35		117	257
“.....	2A	U	56	30		86	229
“.....	2B	U	62	38		100	217
“.....	3A	U	61	25		86	206
“.....	3B	U	45	23		68	210
“.....	4A	U	94	41		135	279
“.....	4B	U	83	57		140	279
“.....	5A	U	54	25		79	202
“.....	5B	U	67	37		104	226
Cedarvale.....	1A	U	60	32		92	239
“.....	1B	U	53	23		76	235
“.....	2A	U	81	32	1	114	250
“.....	2B	U	77	25		102	193
“.....	3A	U	57	15		72	178
“.....	3B	U	64	13		77	145
“.....	4A	U	97	15		112	273
“.....	4B	U	42	11		53	223
“.....	5A	U	74	37		111	277
“.....	5B	U	51	16	1	68	189
“.....	6A	U	61	23		84	250
“.....	6B	U	76	30		106	143
“.....	7A	U	75	19		94	221
“.....	7B	U	84	20	2	106	242
“.....	7C	U	84	24		108	235
Fairbank.....	8A	U	86	22	1	109	296
“.....	8B	U	76	27		103	287
“.....	9A	U	96	25		121	231
“.....	9B	U	54	25		79	183
“.....	10A	U	86	12		98	230
“.....	10B	U	67	10	1	78	156
“.....	11A	U	93	30		123	241
“.....	11B	U	33	16		49	134
“.....	12	U	104	15		119	251
“.....	13A	U	83	25		108	201
“.....	13B	U	62	33		95	162
“.....	14A	U	59	19		78	218
“.....	14B	U	38	29		67	174
“.....	14C	U	63	18		81	232
Oakwood.....	15A	U	83	16		104	239
“.....	15B	U	88	12		100	212

## YORK WEST (OUEST).—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Sir Henry Lumley Drayton.	Alfred Taylour Hunter.			
YORK TOWNSHIP							
Oakwood.....	16A	U	64	14		78	213
"	16B	U	70	9		79	180
"	17A	U	79	0	1	86	176
"	17B	U	64	11		75	133
"	18A	U	61	12		73	204
"	18B	U	51	15		66	171
"	19A	U	105	22		127	286
"	19B	U	54	5	1	60	219
"	20A	U	80	23		103	246
"	20B	U	46	16	2	64	150
"	21A	U	65	4		69	179
"	21B	U	58	3		61	147
"	22	U	96	13	1	110	233
"	23A	U	71	12		83	236
"	23B	U	53	13	4	70	197
"	24	U	53	14		67	194
"	25A	U	84	20		104	238
"	25B	U	80	15		95	183
"	26	U	119	15	1	135	290
"	27A	U	59	11	1	71	234
"	27B	U	63	5		68	226
"	27C	U	41	8		49	142
Fairbank.....	28A	U	75	12		87	289
"	28B	U	107	9	1	117	299
"	29A	U	93	7		100	231
"	29B	U	82	10		92	239
"	30A	U	86	8		94	260
"	30B	U	77	3		80	234
"	31A	U	82	10		92	294
"	31B	U	82	10		92	252
"	32A	U	66	5		71	276
"	32B	U	64	6		70	231
"	33A	U	75	13		88	276
"	33B	U	77	9		86	229
"	34A	U	80	7		87	219
"	34B	U	74	10		84	220
Silverthorne.....	35A	U	111	18		129	284
"	35B	U	112	13		125	288
"	36	U	91	34		125	284
"	37A	U	57	4		61	174
"	37B	U	51	2		53	186
"	38A	U	51	8		59	174
"	38B	U	66	12		78	201
"	39A	U	73	11		84	182
"	39B	U	70	10	2	82	215
"	40A	U	52	2		54	166
"	40B	U	45	5		50	150
"	41A	U	76	19		95	200
"	41B	U	83	20		103	233
Beechborough.....	42	U	49	7		56	392
Mount Dennis.....	43A	U	76	22		98	231
"	43B	U	65	19		84	251
"	44A	U	55	15		70	250
"	44B	U	58	15		73	236
"	45A	U	70	13		83	188
"	45B	U	62	20		82	188
"	46	U	90	18		108	252
Keelesdale.....	47	U	76	22		98	256
Mount Dennis.....	48A	U	48	9		57	232
"	48B	U	67	10		77	239
"	49A	U	59	7		66	141
"	49B	U	75	14		89	163
"	50	U	81	36		117	228



## YORK WEST (OUEST).—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Sir Henry Lumley Drayton.	Alfred Taylour Hunter.			
YORK TOWNSHIP							
Mount Dennis.....	51A	U	65	9		74	167
".....	51B	U	62	21		83	230
".....	51C	U	58	17		75	213
".....	52A	U	55	13		68	232
".....	52B	U	54	9		63	166
".....	53	U	75	20		95	285
".....	54A	U	64	7		71	202
".....	54B	U	64	3		71	202
Overland Park.....	55A	U	41	7		44	166
".....	55B	U	20	8		28	154
".....	56	U	75	12		87	214
".....	57A	U	59	22		81	222
".....	57B	U	67	9		76	215
Lambton Park.....	58	U	78	20		98	252
".....	59	U	110	23	1	134	307
".....	60A	U	101	27		128	237
".....	60B	U	71	18		89	201
".....	61A	U	88	16		104	223
".....	61B	U	62	14	2	78	233
Runnymede.....	62A	U	89	18		107	263
".....	62B	U	68	22	1	91	263
".....	63	U	82	15		97	281
".....	64	U	93	27		120	274
".....	64A	U	67	7		74	203
".....	64B	U	77	12		89	205
Baby Point.....	65	U	73	18	1	92	185
".....	66	U	105	46		151	272
".....	67A	U	89	9		98	191
".....	67B	U	60	13		82	199
".....	67C	U	91	20		111	243
Runnymede.....	68A	U	75	23		103	221
".....	68B	U	74	22		96	213
Baby Point.....	69A	U	65	16		81	200
".....	69B	U	46	27		73	152
Swansea.....	70	U	118	59		177	327
".....	70A	U	94	26	1	121	221
".....	70B	U	89	23	1	113	227
".....	71A	U	76	30		106	178
".....	71B	U	62	22		84	181
".....	72A	U	103	35		138	269
".....	72B	U	117	18		135	250
".....	73A	U	48	29		77	196
".....	73B	U	79	10		89	173
Weston Sanitarium.....		U	104	48	2	154	238
Advance (Provisoire)— New Toronto.....	2	U	1	3		4	
Mimico.....	1	U	2	7		9	
Totals—Totaux.....	231		16,479	4,681	44	21,204	50,247

Majority for } Sir Henry Lumley Drayton, 11,793.  
Majorité pour }

## QUEBEC

## ARGENTEUIL

Population—1921, 17, 165

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Louis Lorenzo Legault	Sir George H. Perley			
LACHUTE TOWN (VILLE)			On a recount (Sur un nouveau dépouillement)				
Lachute Mills.....	1	R	154	80		234	248
Princess Avenue.....	2A	R	115	112	1	228	234
“.....	2B	R	93	106		199	208
Chatham Street (Rue).....	3	R	99	125		224	254
Main Street (Grande Rue).....	4A	R	60	92	2	154	184
“.....	4B	R	63	61	1	130	154
Foundry Street (Rue de la Fon- derie).....	5A	R	119	63	1	183	207
“.....	5B	R	59	73	2	134	150
East Ward (Quartier Est).....	6A	R	67	53	2	127	159
“.....	6B	R	45	98		143	165
STE-JÉRUSALEM PARISH (PAROISSE)							
Walker.....	7	R	74	87	1	162	197
East Settlement.....	8	R	68	35		103	108
Armstrong.....	9	R	22	139		161	182
ST-ANDRÉ PARISH (PAROISSE)							
St-André.....	10A	R	71	74	6	151	181
“.....	10B	R	101	98	5	204	252
Geneva.....	11	R	83	92	3	178	187
Rivière Rouge.....	12	R	86	53	3	142	166
Carillon Village.....	13	R	74	52	1	127	158
CHATHAM TOWNSHIP							
Davidson.....	14	R	70	98	1	169	204
Cushing.....	15	R	115	119	2	236	269
St-Philippe.....	16	R	107	69	4	180	197
Ogdensburg.....	17	R	71	138		209	279
Brownsburg South East (Sud Est).....	18A	R	94	79	3	176	187
“.....	18B	R	67	71	1	139	177
Brownsburg South West (Sud Ouest).....	19	R	104	60		164	185
Brownsburg North East (Nord Est).....	20	R	62	149	2	213	238
Brownsburg North West (Nord Ouest).....	21	R	75	24		99	113
Dalesville.....	22	R	29	65	3	97	109
Grenville Village East (Est)...	23	R	98	59	2	159	195
Grenville Village West (Ouest)...	24	R	125	47		172	188
Calumet Village.....	25A	R	62	73		135	149
“.....	25B	R	86	68	2	156	168
GRENVILLE AND AUGMENTATION TOWNSHIP							
Crooks.....	26A	R	63	80	1	144	163
“.....	26B	R	69	76		145	174
Magnésie.....	27	R	30	98		128	160
Rourke.....	28	R	35	90		125	151
Pointe-aux-Chênes.....	29	R	60	37	3	100	111
Avoca.....	30	R	33	78		111	134



## ARGENTEUIL—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Louis Lorenzo Legault	Sir George H. Perley			
HARRINGTON TOWNSHIP							
Harrington.....	31	R	27	99	.....	126	154
Rouge Valley.....	32	R	38	4	1	43	48
Lost River.....	33	R	38	57	.....	95	116
WENTWORTH TOWNSHIP							
Louisa.....	34	R	23	48	.....	71	84
St-Michel.....	35	R	45	29	.....	74	69
Laurel.....	36	R	39	20	.....	59	70
Montfort.....	37	R	42	19	.....	61	89
GORE TOWNSHIP							
Lakefield.....	38	R	28	115	2	145	174
Mille-Iles.....	39	R	22	112	3	137	160
MORIN TOWNSHIP							
Morin Heights.....	40A	R	54	84	.....	138	167
“.....	40B	R	31	95	.....	126	145
HOWARD TOWNSHIP							
St-Adolphe.....	41	R	98	57	.....	155	183
Ste-Marie.....	42	R	22	6	.....	28	35
Lac des Seize-Iles.....	43	R	40	40	4	84	95
MONTCALM TOWNSHIP							
Weir.....	44	R	43	80	1	124	142
ARUNDEL TOWNSHIP							
Arundel.....	45A	R	74	70	3	147	166
“.....	45B	R	56	45	.....	101	114
Huberdeau.....	46	R	221	38	3	262	278
Totals—Totaux.....	56	.....	3,854	4,094	69	8,017	9,234

Majority for } Sir George H. Perley, 240.  
Majorité pour }

**BAGOT.**

Population—1921, 18,035.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote  Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Guillaume André Fauteux	Georges Doréze Morin			
Ste-Christine d'Acton.....	1	R	38	86	.....	124	128
" " " "	2	R	41	83	.....	124	138
Acton Vale.....	2	R	66	95	5	166	185
" " " "	2	R	52	88	.....	140	168
" " " "	3	R	64	100	2	166	179
" " " "	2	R	52	110	.....	162	192
St-André d'Acton.....	4	R	60	56	.....	116	121
" " " "	2	R	80	95	.....	175	189
St-Théodore d'Acton.....	5	R	84	62	.....	146	152
" " " "	2	R	33	53	.....	136	147
" " " "	6	R	80	33	.....	113	128
St-Nazaire d'Acton.....	7	R	106	61	1	168	185
" " " "	2	R	81	56	4	141	146
" " " "	8	R	58	25	.....	83	87
Upton Village.....	9	R	77	116	2	195	200
" " " "	2	R	51	85	10	146	173
Upton Parish (Paroisse)....	10	R	80	65	.....	145	151
" " " "	11	R	64	100	4	168	177
Ste-Hélène.....	12	R	33	70	.....	153	183
" " " "	13	R	65	57	1	123	159
St-Hugues.....	14	R	66	67	.....	133	151
" " " "	2	R	67	52	3	122	131
St-Hugues Parish (Paroisse)	15	R	73	71	.....	144	162
" " " "	16	R	53	44	.....	97	104
" " " "	17	R	49	78	.....	127	145
St-Simon.....	18	R	89	60	2	151	178
" " " "	2	R	68	53	.....	121	143
" " " "	19	R	147	84	2	233	249
St-Liboire.....	20	R	52	84	.....	136	170
" " " "	2	R	71	70	.....	141	165
St-Liboire Parish (Paroisse)	21	R	59	101	.....	160	171
" " " "	22	R	56	60	.....	116	128
" " " "	23	R	36	52	3	91	96
Ste-Rosalie.....	24	R	138	51	3	192	214
" " " "	2	R	176	72	.....	248	267
" " " "	25	R	62	55	.....	117	130
St-Dominique.....	26	R	86	110	4	200	225
St-Dominique Parish (Pa-	27	R	34	189	2	225	230
roisse).....	28	R	123	57	.....	180	188
St-Pie.....	29	R	50	157	37	244	282
" " " "	2	R	64	159	2	225	248
" Parish (Paroisse)....	30	R	88	84	.....	172	188
" " " "	31	R	27	205	.....	232	238
" " " "	32	R	29	219	3	251	282
Ste-Hélène Village.....	33	R	83	57	.....	140	166
Totals-Totaux.....	45	.....	3,211	3,787	90	7,088	7,843

**Majority for } Georges Dorèze Morin, 576.**  
**Majorité pour }**



## BEAUCE

Population, 52,701—1921

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Wilfrid Duval	Edouard Lacroix			
St-Joseph Village.....	1	R	20	82		102	148
“.....	2	R	32	86		118	169
“.....	3	R	64	114		178	234
“.....	4	R	36	123		159	213
St-Joseph Parish (Paroisse)...	5	R	63	71		134	245
“.....	6	R	47	40		87	166
“.....	7	R	38	32		70	150
“.....	8	R	6	23		29	39
St-Jules.....	9	R	10	146		156	245
Valley Junction.....	10	R	19	135		154	225
“.....	11	R	31	129	2	162	235
“.....	12	R	20	79		99	122
Saints-Anges.....	13	R	29	116		145	202
“.....	14	R	37	59		96	159
Ste-Marie, Village.....	15	R	46	81		127	228
“.....	16	R	20	65		85	164
“.....	17	R	18	77	3	98	219
“.....	18	R	17	82	2	101	124
“.....	19	R	14	75	2	91	152
“.....	20	R	18	79		97	203
“.....	21	R	15	104		119	204
St-Elzéar.....	22	R	15	86	1	102	226
“.....	23	R	4	57		61	113
“.....	24	R	4	46		50	112
St-Séverin.....	25	R	5	55	1	61	175
“.....	26	R	10	36		46	141
St-Pierre.....	27	R	11	132	1	144	260
East Broughton.....	28	R	50	134		184	238
“.....	29	R	40	80		120	160
“.....	30	R	82	109	1	192	276
“.....	31	R	51	81		132	171
East Broughton Parish (Pa- roisse).....	32	R	19	95		114	302
“.....	33	R	33	105		138	178
“.....	34	R	3	40		43	133
St-Frédéric.....	35	R	40	64	1	105	171
“.....	36	R	21	73		94	192
“.....	37	R	12	25		37	84
“.....	38	R	9	37		46	140
Tring Junction.....	39	R	25	92		117	188
St-Victor.....	40	R	77	85	1	163	245
“.....	41	R	18	67		85	127
“.....	42	R	20	56		76	137
“.....	43	R	31	88		119	205
“.....	44	R	24	84		108	153
“.....	45	R	7	82	6	95	145
St-Ephrem Village.....	46	R	37	110	1	148	229
“.....	47	R	29	133	1	163	224
“.....	48	R	25	72		97	175
“.....	49	R	30	132		162	258
“.....	50	R	19	126		145	189
Shenley.....	51	R	3	122	1	126	239
“.....	52	R	6	163		169	279
“.....	53	R	14	122	3	139	254
St-Benoit.....	54	R	11	133		139	290
“.....	55	R	7	120		127	273
St-Martin.....	56	R	13	90		103	245
“.....	57	R	31	132	4	167	300
“.....	58	R	26	100	1	127	251
St-Côme.....	59	R	12	89		101	182
“.....	60	R	8	85	1	94	132
“.....	61	R	2	74		76	161
“.....	62	R	2	83		85	140
“.....	63	R	6	102	1	109	176
St-Théophile.....	64	R	39	110	2	151	255
“.....	65	R	30	29	1	60	81

## BEAUCE—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Wilfrid Duval	Edouard Lacroix			
St-Georges East (Est).....	66	R	44	175	1	220	297
“ “ .....	67	R	27	87	2	116	146
“ “ .....	68	R	32	81	4	117	163
“ Parish (Paroisse)...	69	R	16	102	2	120	163
“ “ .....	70	R	49	138	.....	187	300
“ “ .....	71	R	40	179	2	221	271
“ “ .....	72	R	5	94	.....	99	128
“ “ .....	73	R	6	229	2	237	310
“ “ .....	74	R	12	131	.....	143	230
“ “ .....	75	R	21	205	4	230	292
Beauceville.....	76	R	21	97	5	123	177
“ .....	77	R	25	76	.....	101	151
“ .....	78	R	45	107	1	153	228
“ .....	79	R	29	62	.....	91	174
St-François.....	80	R	7	47	.....	54	148
“ .....	81	R	12	168	2	182	293
“ .....	82	R	17	100	.....	117	218
“ .....	83	R	17	54	.....	71	172
“ .....	84	R	8	122	.....	130	231
“ .....	85	R	10	61	2	73	172
Notre-Dame-des-Pins.....	86	R	8	100	1	109	180
St-Philibert.....	87	R	25	94	.....	119	162
St-Méthode.....	88	R	34	76	.....	110	198
“ .....	89	R	9	120	.....	129	188
“ .....	90	R	2	74	.....	76	100
St-Evariste.....	91	R	30	62	.....	92	172
“ .....	92	R	23	76	5	104	187
“ .....	93	R	30	92	.....	122	207
“ .....	94	R	36	71	.....	107	195
St. Hilaire.....	95	R	9	39	.....	48	127
St-Vital-de-Lambton Village...	96	R	24	180	1	205	276
St-Vital-de-Lambton Parish (Paroisse).....	97	R	31	133	.....	164	279
“ “ .....	98	R	7	117	.....	124	175
“ “ .....	99	R	16	80	4	100	129
St-Sébastien.....	100	R	23	108	.....	131	167
“ .....	101	R	31	129	.....	160	224
“ .....	102	R	8	43	.....	51	74
St-Samuel.....	103	R	21	148	1	170	239
“ .....	104	R	18	135	.....	153	229
Ditchfield.....	105	R	7	87	2	96	198
“ .....	106	R	4	86	.....	90	185
St-Hubert.....	107	R	19	104	.....	123	257
St-Ludger Village.....	108	R	13	41	.....	54	175
“ Parish (Paroisse)...	109	R	9	48	.....	57	122
“ “ .....	110	R	10	83	4	97	204
“ “ .....	111	R	13	48	.....	61	141
Woburn-Louise.....	112	R	12	185	.....	197	271
St-Gédéon.....	113	R	15	105	.....	120	234
“ .....	114	R	19	104	.....	123	254
“ .....	115	R	14	56	.....	70	90
Courcelles.....	116	R	12	159	1	172	241
“ .....	117	R	10	140	.....	159	200
Valley Junction Advance (Pro- visoire).....		R	1	4	.....	5	
Totals—Totaux.....	118	.....	2,551	11,176	83	13,810	22,520

Majority for }  
Majorité pour } Edouard Lacroix, 8,625.



## BEAUHARNOIS.

Population—1921, 19,888.

Polling Divisions Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Achille Bergevin.	Tancrède Fortin.	Maxime Raymond.			
Beauharnois.....A-K	1	R	6	58	56		120	160
".....L-Z	1	R	7	39	108		154	205
".....A-K	2	R	11	63	82		156	207
".....L-Z	2	R	7	74	77	1	159	220
".....A-L	3	R	20	95	108	4	227	256
".....M-Z	3	R	4	44	63		111	128
Maple Grove.....	4	R	6	22	45	3	76	120
Lac-St-Louis Village.....	5	R	52	58	67		177	208
St-Clément, Parish (Paroisse)	6	R	13	101	62	1	207	290
Ste-Etienne Parish, Pa- roisse).....A-L	7	R	1	70	47		118	162
".....M-Z	7	R	2	74	44		120	149
St-Louis-de-Gonzague Parish (Paroisse).....	8	R	6	62	97		165	234
".....A-L	9	R	5	39	141	1	186	227
".....M-Z	9	R	2	41	61		104	137
".....	10	R	4	39	132	1	176	205
St-Stanislas-de-Koska Parish (Paroisse).....	11	R	1	46	176	3	226	258
".....	12	R	3	51	104		158	177
St-Timothée Parish (Paroisse)	13	R	5	63	63	1	132	187
".....A-L	14	R	9	32	77	3	121	173
".....M-Z	14	R	5	16	85		106	136
St-Timothée Village.....	15	R	19	56	109		184	228
Nouveau Salaberry Village...	16	R	4	61	185		250	304
Ste-Cécile Parish (Paroisse)...	17	R	18	32	141		191	259
Ste-Cécile Village.....	18	R	6	48	146		200	267
Valleyfield—								
Salaberry.....A-K	19	U	2	21	135		158	179
".....L-Z	19	U	6	38	163		207	244
".....	20	U	9	41	154	1	205	242
".....A-K	21	U	3	27	97		127	163
".....L-Z	21	U	9	48	139		196	233
Maisonneuve.....A-K	22	U	6	38	85	3	132	156
".....L-Z	22	U	14	66	113		193	232
".....A-K	23	U	13	17	64	1	125	152
".....L-Z	23	U	4	23	107		134	188
".....A-K	24	U	11	35	117	1	164	211
".....L-Z	24	U	4	62	151		217	272
Champlain.....A-K	25	U	4	33	83		120	140
".....L-Z	25	U	10	60	128		198	242
".....A-K	26	U	6	28	82		116	132
".....L-Z	26	U	7	79	108	1	195	226
".....	27	U	10	98	123	3	234	296
Bellerive.....	28	U	12	187	50		249	291
".....A-K	29	U	9	77	44		130	150
".....L-Z	29	U	2	99	49		150	173
".....A-L	30	U	5	63	143		211	260
".....Mc-Z	30	U	6	53	160		219	253
".....A-K	31	U	2	40	77		119	146
".....L-Z	31	U	4	48	135		187	232
Totals—Totaux.....	47		374	2,565	4,843	28	7,810	9,720

Majority for } Maxime Raymond over (sur) { Tancrède Fortin, 2,278.  
Majorité pour } Achille Bergevin, 4,469.

## BELLECHASSE

Population—1921, 21, 190

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Oscar L. Boulangier	Eugène F. Dussault			
Armagh.....	1	R	109	41		150	225
“.....	2	R	105	60	1	166	234
“.....	3	R	131	72		203	294
Beaumont.....	1A	R	173	8	2	183	220
“.....	1B	R	117	7		124	162
Buckland.....	1	R	133	74	4	211	262
“.....	2	R	81	41		122	146
La Durantaye.....	1	R	177	33	2	212	271
Honfleur.....	1	R	50	60		110	137
St-Camille.....	1A	R	119	59		178	201
“.....	1B	R	93	43		136	168
“.....	2	R	189	33	2	224	249
St-Charles Village.....	1	R	130	33	2	165	189
“.....	2	R	101	32	1	134	171
St-Charles Parish (Paroisse).....	1	R	143	22	3	168	216
“.....	2	R	184	18		202	222
St-Damien.....	1	R	133	40	8	181	253
“.....	2A	R	85	38		123	169
“.....	2B	R	65	56		121	145
St-Gervais.....	1	R	43	70		113	158
“.....	2	R	63	75		138	195
“.....	3A	R	59	57		116	168
“.....	3B	R	78	77		155	200
St-Lazare.....	1	R	130	102		232	276
“.....	2	R	97	73		170	199
St-Raphaël, Village.....	1	R	93	21		114	170
“.....	2	R	104	19		123	200
St-Raphaël, Parish (Paroisse).....	1	R	180	16		196	288
“.....	2	R	78	18	6	102	158
St-Magloire.....	1A	R	86	41		127	196
“.....	1B	R	73	52	2	127	180
“.....	2	R	74	77	5	156	225
St-Michel.....	1A	R	178	46		224	287
“.....	1B	R	119	47	2	168	220
“.....	2	R	101	28		129	176
St-Philémon.....	1	R	202	45		247	303
“.....	2	R	106	37		143	177
St-Nérée.....	1A	R	55	49		104	148
“.....	1B	R	99	58	1	158	207
“.....	2	R	17	45	1	63	76
St-Sabine.....	1	R	83	43		126	134
St-Valier.....	1A	R	109	9		118	163
“.....	1B	R	136	3	2	141	181
“.....	2	R	216	24	10	250	311
Totals—Totaux.....	44		4,897	1,902	54	6,853	8,930

Majority for } Oscar L. Boulangier, 2,995.  
Majorité pour }



## BERTHIER-MASKINONGÉ.

Population—1921, 36,762.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Arthur Barrette.	Joseph Charles Théodore Gervais.			
Berthier Town (Ville)....A-K	1A	R	58	92	3	153	204
".....L-Z	1B	R	72	79		151	176
".....A-G	2	R	94	129	2	225	284
".....H-Z	3A	R	77	114	1	192	239
Berthier Parish (Paroisse)...	3B	R	44	89	1	134	166
".....	4	R	83	104		187	236
".....	5	R	64	64		128	198
".....	6	R	62	69		131	201
St-Cuthbert.....A-F	7A	R	35	98		133	210
".....G-Z	7B	R	30	69		99	157
".....A-J	8A	R	27	72		99	155
".....K-Z	8B	R	8	110		118	176
".....	9	R	22	75		97	165
St-Barthélemi.....	10	R	66	100		166	216
".....A-L	11A	R	134	106		240	285
".....M-Z	11B	R	96	68		164	190
".....	12	R	131	124		255	297
St-Viateur.....	13	R	40	53		93	134
L'Île du Pas.....	14	R	52	136		188	215
St-Ignace-de-Loyola.....	15	R	85	157	4	246	296
".....	16	R	86	58		144	160
Lanoraie.....	17	R	77	26		103	166
".....A-G	18A	R	37	71		108	209
".....H-Z	18B	R	40	72	4	116	217
".....	19	R	36	48		84	137
Lavaltrie.....A-L	20A	R	46	88		134	156
".....M-Z	20B	R	67	50		117	181
".....	21	R	31	36		67	106
St-Norbert.....	22	R	67	122	1	190	299
".....	23	R	35	47		82	183
St-Gabriel-de-Brandon Parish (Paroisse).....	24	R	35	79	1	115	131
".....	25	R	27	79		106	149
".....	26	R	9	36		45	75
".....	27	R	40	29		69	88
St-Gabriel-de-Brandon Village.	28	R	70	123		193	284
".....	29	R	67	140		207	275
".....	30A	R	30	62	3	95	132
".....	30B	R	44	62		106	145
St-Damien.....	31	R	57	56		113	140
".....	32	R	110	132	2	244	293
St-Zénon.....	33	R	99	131	1	231	300
St-Michel-des-Saints.....A-F	34A	R	53	70		123	165
".....G-Z	34B	R	59	81		140	191
".....	35	R	71	81	2	154	203
St-Edmond-de-Berthier.....	36	R	40	64		104	167
Louiseville.....A-I	37A	R	73	137	2	212	280
".....J-Z	37B	R	91	112		203	277
".....A-K	38A	R	40	69		109	169
".....L-Z	38B	R	45	74		119	181
Rivière-du-Loup.....	39	R	23	88		111	190
".....	40A	R	37	93	1	131	207
".....	40B	R	55	78		133	216
St-Joseph-de-Maskinongé...A-K	41A	R	65	67	2	135	180
".....L-Z	41B	R	48	73		121	179
".....	42A	R	80	69		149	201
".....	42B	R	96	42	2	140	199
".....	43	R	49	122		171	222
St-Justin.....A-K	44A	R	58	44		112	192
".....L-Z	44B	R	30	51		81	182
".....	45	R	39	25		64	107
".....	46	R	77	38	1	116	217
St-Ursule.....	47	R	91	72		163	288
".....	48	R	13	30		43	87
".....	49	R	11	63		74	101

## BERTHIER-MASKINONGÉ.—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Arthur Barrette.	Joseph Charles Théodore Gervais.			
St-Ursule.....	50	R	37	85		122	191
St-Léon..... A-K	51A	R	69	50		125	200
"..... L-Z	51B	R	66	46	4	116	167
".....	52	R	91	53		144	261
St-Paulin.....	53	R	39	22		61	94
".....	54	R	21	54		75	111
".....	55	R	12	46	1	59	141
".....	56	R	81	114		195	302
Hunterstown.....	57	R	40	73		113	180
".....	58	R	16	7		23	32
St-Didace..... A-K	59A	R	39	48		87	131
"..... L-Z	59B	R	39	49		88	138
".....	60	R	19	38		57	111
".....	61	R	42	24		66	89
St-Alexis-des-Monts.....	62	R	24	85		109	192
".....	63	R	22	104		126	230
"..... A-L	64A	R	36	80	1	117	215
"..... M-Z	64B	R	19	28	3	50	120
St-Charles-de-Mandeville.....	65	R	53	94		147	204
".....	66	R	51	108		159	263
St-Angèle-de-Prémont.....	67	R	73	98		171	232
St-Ignace-du-Lac.....	68	R	39	132	1	172	265
St-Edouard-de-Maskinongé.....	69	R	53	64	5	122	283
Totals—Totaux.....	87		4,626	6,606	48	11,280	16,577

Majority for } Joseph Charles Théodore Gervais, 1,980.  
Majorité pour }



## BONAVENTURE

Population—1921, 29,092

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Charles Marcil	Hon. Eugène Paquet			
Routhierville.....	1	R	118	11		129	141
Millstream.....	1A	R	13	24		37	52
St-François.....	2	R	92	75	2	169	245
St-Benoit.....	3	R	113	76	2	191	226
St-Alexis.....	4	R	142	54		196	259
Milniké.....	5	R	39	60		99	112
St-Laurent.....	6	R	124	75		199	
“.....	6A	R	77	85		162	421
Restigouche.....	7	R	81	47		128	164
“.....	8	R	84	36		120	117
Mann.....	9	R	142	74	1	217	270
“.....	9A	R	87	122	2	211	228
Escuminac.....	10	R	124	103	8	235	279
Nouvelle.....	11	R	148	105		253	288
“.....	12	R	142	94	2	238	254
Miguasha.....	13	R	131	34		165	203
St-Omer.....	14	R	68	88		156	
“.....	14A	R	66	49		115	317
Mission St-Louis.....	14B	R	33	24		57	57
Carleton.....	15	R	96	63		159	
“.....	15A	R	56	94		150	343
Maria.....	16	R	101	87	4	192	246
“.....	17	R	57	80	0	143	182
“.....	18	R	95	69	3	167	
“.....	18A	R	107	73		180	436
“.....	19	R	96	49		145	
“.....	19A	R	88	76	1	165	400
New Richmond.....	20	R	106	143		249	306
“.....	21	R	98	108	2	208	255
“.....	22	R	82	110		192	274
“.....	23	R	75	95	7	177	
“.....	23A	R	51	96	2	149	350
“.....	24	R	68	50		118	271
St-Alphonse.....	25	R	127	87	2	216	238
Caplin.....	26	R	61	78		139	
“.....	26A	R	52	84	2	138	342
“.....	27	R	100	93	1	194	210
“.....	28	R	87	153	1	246	257
St-Siméon.....	29	R	89	98	3	190	
“.....	29A	R	138	64		202	409
St-Elzéar.....	30	R	14	17		31	32
Hamilton.....	31	R	110	89		199	223
“.....	31A	R	6	9		15	55
“.....	32	R	75	111		186	
“.....	32A	R	79	102		181	414
“.....	33	R	83	71	1	155	182
“.....	33A	R	19	32		51	73
“.....	34	R	44	82		126	
“.....	34A	R	51	74		125	284
New Carlisle.....	35	R	66	83	2	151	250
“.....	36	R	68	88	1	157	
“.....	36A	R	58	107		165	413
Paspébiac.....	37	R	141	69	0	216	251
“.....	38	R	124	32	2	158	
“.....	38A	R	146	24	1	171	381
“.....	39	R	141	43	1	185	
“.....	39A	R	92	72		164	415
Hope.....	40	R	143	37	5	185	282
“.....	41	R	114	117		231	300
St-Godfroy.....	42	R	96	79	1	176	226
“.....	43	R	81	82		163	227
Shigawaki.....	44	R	55	79		134	173
“.....	44A	R	66	19	3	88	109

BONAVENTURE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Charles Marcil	Hon. Eugène Paquet			
Port Daniel.....	45	R	76	103	.....	179	207
“.....	46	R	144	111	2	257	277
“.....	47	R	98	86	3	187	} 342
“.....	47A	R	63	68	.....	131	
Gascon.....	48	R	134	93	.....	227	261
“.....	49	R	123	85	1	209	228
Totals—Totaux.....	69	.....	6,164	5,155	80	11,399	13,762

Majority for } L'Honorable Charles Marcil, 1,009.  
Majorité pour }



## BROME-MISSISQUOI.

Population—1921, 31,180.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Frederic Kay.	Follin Horace Pickel			
<b>BROME</b>							
Knowlton.....	1	R	40	83		123	326
".....	1A	R	47	75	1	123	
".....	2	R	78	109		187	247
Brome Village.....	3	R	77	53		130	158
Brome Township.....	4	R	82	159	9	250	292
".....	5	R	118	113		231	248
".....	6	R	84	57	2	143	173
".....	7	R	124	92	2	218	284
Foster.....	8	R	113	68	1	182	208
Patton.....	9	R	79	104		183	262
".....	10	R	74	48	1	123	372
".....	10A	R	89	65		154	
".....	11	R	74	55		129	314
".....	11A	R	78	37		115	
Adamsville.....	12	R	78	37		115	133
East Farnham (Est).....	13	R	38	46		84	108
East Farnham (Est) Township	14	R	76	44		120	141
".....	15	R	109	124	1	234	280
".....	16	R	57	109	2	168	234
Sutton Township.....	17	R	71	51		122	324
".....	17A	R	71	43		114	
".....	18	R	49	45		94	127
".....	18A	R	77	55		132	203
".....	19	R	49	70		119	322
".....	19A	R	83	65		148	
".....	20	R	57	105	3	165	197
Sutton Village.....	21	R	42	170	1	213	243
".....	22	R	64	59	4	127	309
".....	22A	R	58	65	4	127	
Eastman.....	23	R	109	84		193	211
West Bolton (Ouest).....	24	R	124	51		175	212
".....	25	R	49	42		91	163
East Bolton (Est).....	26	R	99	70		169	222
".....	27	R	71	106		177	264
".....	28	R	62	76	3	141	208
<b>MISSISQUOI</b>							
Cowansville.....	1	R	43	86	1	130	333
".....	1A	R	62	91	1	154	
".....	2	R	72	79		151	179
".....	3	R	116	126	5	247	280
Dunham.....	4	R	63	100		163	186
".....	5	R	97	121		218	253
".....	6	R	76	158		234	282
".....	7	R	32	101		133	321
".....	7A	R	63	78	1	142	324
".....	8	R	118	90	3	211	230
Farnham Town (Ville).....	9	R	187	76	13	276	301
".....	10	R	100	28		128	322
".....	10A	R	102	31		133	
".....	11	R	89	54		123	335
".....	11A	R	111	23		134	
".....	12	R	115	84		199	255
".....	13	R	114	85		199	240
".....	14	R	141	32	2	175	425
".....	14A	R	121	39		160	
Farnham West (Ouest) Town- ship.....	15	R	67	29		96	121
".....	16	R	85	32		117	143
".....	17	R	34	4		38	46
".....	18	R	60	33		93	127
Ste-Sabine.....	19	R	139	30		169	225

**BROME-MISSISQUOI—Con.**

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Frederic Kay.	Follin Horace Pickel			
<b>MISSISQUOI</b>							
Frelighsburg.....	20	R	57	86	1	144	158
Sweetsburg.....	21	R	49	82	14	145	186
Philipsburg.....	22	R	127	66		193	222
St-Armand East (Est).....	23	R	95	99	1	195	218
“ “.....	24	R	78	99		177	219
St-Armand West (Ouest).....	25	R	60	101	2	163	200
“ “.....	26	R	152	80	3	235	262
Clarenceville Village.....	27	R	73	58		131	159
Clarenceville Parish (Paroisse).....	28	R	60	55	1	116	142
“ “.....	29	R	56	69	1	126	156
St. Thomas Parish (Paroisse).....	30	R	69	79		148	312
“ “.....	30A	R	53	63		116	
Stanbridge Township.....	31	R	68	107		175	220
“ “.....	32	R	66	108		174	194
St-Ignace Parish (Paroisse).....	33	R	34	53	1	88	109
“ “.....	34	R	72	38		110	137
“ “.....	35	R	69	27	2	98	114
Stanbridge Station.....	36	R	117	39	1	157	186
St-Pierre-de-Véronne.....	37	R	191	19		210	232
Bedford Town (Ville).....	38	R	83	85		168	378
“ “.....	38A	R	91	92		183	
“ “.....	39	R	39	60		149	
“ “.....	39A	R	90	60		150	430
Bedford Township.....	40	R	43	39		82	97
“ “.....	41	R	38	22		60	96
Notre-Dame-de-Stanbridge.....	42	R	137	20		157	167
“ “.....	43	R	83	34	2	119	130
“ “.....	43A	R	41	16		57	69
Farnham Advance (Provisoire).....		R	28	24		52	
Totals—Totaux.....	88		7,126	6,005	89	13,220	16,506

Majority for } William Frederic Kay, 1,121.  
Majorité pour }



## CHAMBLY-VERCHÈRES

Population—1921, 34,643

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hortensius Beique	Aimé Langlois			
Longueuil City (Cité).....	1-1	U	65	130		195	212
" ".....	1-2	U	61	108	1	170	203
" ".....	2-1	U	71	123	3	197	241
" ".....	2-2	U	81	96	8	185	215
" ".....	2-3	U	71	126		197	225
" ".....	3-1	U	100	118		218	278
" ".....	3-2	U	90	132	2	224	269
" ".....	4-1	U	69	133		202	251
" ".....	4-2	U	77	133		210	278
" ".....	5-1	U	114	89	4	207	262
" ".....	5-2	U	120	72	8	200	256
St-Lambert, City (Cité).....	6-1	U	116	34		150	219
" ".....	6-2	U	121	30	2	153	215
" ".....	7-1	U	73	102	3	178	225
" ".....	7-2	U	82	108		190	250
" ".....	8-1	U	122	108	1	231	302
" ".....	8-2	U	151	90	3	244	312
" ".....	9-1	U	95	76	2	173	214
" ".....	9-2	U	84	83	4	171	232
" ".....	9-3	U	104	73	1	178	238
" ".....	10-1	U	123	36	4	163	225
" ".....	10-2	U	153	41	7	201	256
" ".....	10-3	U	159	34		193	241
" ".....	10A-1	U	122	41	1	164	221
" ".....	10A-2	U	103	30		133	185
Montreal South (Sud).....	11	R	173	84	1	258	312
" ".....	12-1	R	90	57		147	173
" ".....	12-2	R	86	41	2	129	141
Greenfield Park.....	13	R	126	48		174	258
" ".....	14-1	R	147	12	6	165	202
" ".....	14-2	R	160	17	2	179	232
St-Antoine-de-Longueuil Parish (Paroisse).....	15-1	R	78	130	1	209	286
" ".....	15-2	R	45	26	1	72	127
St-Joséphat Parish (Paroisse).....	16	R	59	172		231	295
St-Antoine-de-Longueuil Parish Parish (Paroisse)—							
St-Maxime.....	17-1	R	44	156		200	223
" ".....	17-2	R	46	131	14	191	246
Mackayville.....	17A-1	R	52	106	1	159	364
" ".....	17A-2	R	43	87	8	138	
Boucherville, Village.....	18	R	20	150		170	208
" ".....	19-1	R	51	129	1	181	212
" ".....	19-2	R	27	76	2	105	125
" " Parish (Paroisse).....	20	R	52	152		204	256
" ".....	21	R	33	76	8	117	158
St-Hubert Parish (Paroisse)....	22	R	78	137	4	219	247
" ".....	23	R	78	75		153	171
Springfield Park Parish (Parois se).....	23A	R	64	23		87	113
East Greenfield Parish (Parois se).....	24	R	135	60		195	236
St-Lambert Annex Parish (Pa roisse).....	24A	R	96	91		187	243
St-Bruno Parish (Paroisse)....	25-1	R	48	71		119	160
" ".....	25-2	R	64	49		113	149
" ".....	26	R	38	92		130	206
St-Basile-le-Grand Parish (Pa roisse).....	27-1	R	55	141	3	199	221
" ".....	27-2	R	31	71	2	104	122
Chambly Bassin.....	28-1	R	59	91		150	186
" ".....	28-2	R	28	80	1	109	167
" ".....	29	R	92	168	2	262	265

CHAMBLY-VERCHÈRES—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hortensius Beique	Aimé Langlois			
St-Joseph-de-Chambly Parish (Paroisse).....	30	R	54	104	2	160	185
“ “.....	31-1	R	48	88		136	174
“ “.....	31-2	R	61	79		140	175
Chambly Township.....	32	R	115	71		186	218
“ “.....	33	R	160	116		276	300
St-Julie-de-Verchères.....	34	R	113	140		253	288
“ “.....	35	R	72	46		118	123
St-Amable-de-Verchères.....	35A	R	51	147	9	207	248
Varennes Village.....	36	R	75	142	2	219	257
“ “.....	37	R	58	97		155	199
Varennes Parish (Paroisse).....	38	R	35	194	12	241	270
“ “.....	39	R	66	153	1	220	275
Verchères Village.....	40-1	R	27	141	2	170	215
“ “.....	40-2	R	33	147		180	203
Verchères Parish (Paroisse).....	41	R	23	78		101	126
“ “.....	42	R	25	182	7	214	248
Contrecoeur Village.....	43-1	R	111	92	3	206	240
“ “.....	43-2	R	83	98		181	229
Contrecoeur Parish (Paroisse).....	44	R	67	161		228	253
“ “.....	45	R	48	117		165	185
St-Antoine-de-Padoue, Parish (Paroisse).....	46	R	137	80	8	225	261
St-Antoine-sur-Richelieu Par- ish (Paroisse).....	47	R	50	95	1	146	176
“ “.....	48	R	101	51	3	155	173
St-Théodosie, Parish (Paroisse).....	49	R	43	160	3	206	247
St-Marc, Parish (Paroisse).....	50-1	R	48	82		130	149
“ “.....	50-2	R	41	77	6	124	152
“ “.....	51	R	46	49		95	126
Belœil, Town (Ville).....	52	R	78	171		249	291
“ “.....	53	R	56	114		170	194
“ “.....	53A	R	43	116		159	209
“ Parish (Paroisse).....	54	R	53	80		133	154
“ “.....	54A	R	77	93		170	206
McMasterville.....	55-1	R	76	82		158	187
“ “.....	55-2	R	67	79		146	178
Totals—Totaux.....	90		6,966	8,667	172	15,805	19,449

Majority for } Aimé Langlois, 1,701.  
Majorité pour }



## CHAMPLAIN.

Population—1921, 47,852.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arthur Lesieur Desaulniers.	Louis Joseph Dostaler.			
Cap-de-la-Madeleine.....	1	U	99	50		158	207
" " .....	1A	U	103	32	1	136	186
" " .....	2	U	106	42		148	230
" " .....	2A	U	88	36		104	159
" " .....	3	U	79	53		132	186
" " .....	3A	U	62	28	1	91	133
" " .....	4	U	95	26	5	126	203
" " .....	4A	U	94	44		138	183
" " .....	5	U	105	23		128	188
" " .....	5A	U	112	34	1	147	213
" " .....	6	U	130	21		151	224
" " .....	6A	U	115	25	1	141	198
" " .....	7	U	156	25	5	186	278
" " .....	7A	U	149	41	3	193	242
" " .....	8	U	119	33	3	155	221
" " .....	8A	U	111	30		141	186
" " .....	9	U	120	37		157	276
Grand-Mère.....	10	U	103	40		143	226
" " .....	11	U	88	40		128	225
" " .....	11A	U	87	29	2	118	175
" " .....	12	U	87	39	3	109	167
" " .....	13	U	70	36	2	108	168
" " .....	14	U	78	50		128	216
" " .....	15	U	53	59		112	182
" " .....	16	U	22	55		77	125
" " .....	17	U	85	59		144	250
" " .....	18	U	61	17		78	162
" " .....	19	U	47	43	5	95	191
" " .....	20	U	61	25		86	129
" " .....	21	U	73	38		111	196
" " .....	21A	U	59	29		88	144
" " .....	22	U	81	29	1	111	181
" " .....	23	U	110	58		168	290
Ste-Marthe-Cap-de-la- Madelei-	24	R	152	72	1	225	309
ne.....	25	R	91	108	5	204	255
Champlain.....	26	R	128	94		222	298
" " .....	27	R	73	85		158	211
Batiscan.....	28	R	129	64	4	197	233
" " .....	29	R	155	49		204	233
" " .....	30	R	180	59		239	257
Ste-Geneviève-de-Batiscan....	31	R	69	108		177	225
" " .....	32	R	46	97		143	174
" " .....	33	R	122	121		243	280
" " .....	34	R	46	69		115	131
Sto-Anne-de-la-Pérade.....	35	R	101	67		168	237
" " .....	36	R	109	60		169	218
" " .....	37	R	150	39	3	192	214
" " .....	37A	R	64	42		106	134
" " .....	38	R	69	101		170	212
" " .....	39	R	112	42	2	156	214
St-Prosper.....	40	R	89	105		194	254
" " .....	41	R	102	114	3	219	288
St-Stanislas.....	42	R	189	42	2	233	341
" " .....	43	R	127	19	1	147	240
" " .....	44	R	117	11		128	175
" " .....	45	R	114	15		129	185
St-Séverin-de-Proulxville...	46	R	142	12		154	240
" " .....	47	R	115	42		157	250
" " .....	48	R	48	21		69	111
St-Tite Town (Ville).....	49	R	90	81		171	230
" " .....	50	R	89	61		150	219
" " .....	50A	R	83	46		128	180
" " .....	51	R	124	81	1	206	280

## CHAMPLAIN—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arthur Lesieur Desaulniers.	Louis Joseph Dostaler.			
St-Tite Parish (Paroisse).....	52	R	64	51	.....	115	155
“ “ .....	53	R	79	53	.....	132	201
“ “ .....	54	R	86	91	1	178	244
Ste-Thècle Village.....	55	R	92	24	.....	116	157
“ “ .....	55A	R	84	35	.....	119	158
Ste-Thècle Parish (Paroisse)...	56	R	132	75	.....	207	265
“ “ .....	57	R	92	85	1	178	236
“ “ .....	58	R	118	68	.....	186	220
St-Adelphe.....	59	R	146	70	1	217	292
“ “ .....	60	R	76	30	.....	106	143
“ “ .....	61	R	100	7	.....	107	142
St-Timothée.....	62	R	51	47	.....	98	171
“ “ .....	63	R	84	84	.....	168	228
St-Georges-de-Champlain.....	64	R	104	25	.....	129	194
“ “ .....	65	R	73	25	.....	98	176
St-Théophile-du-Lac.....	66	R	85	81	1	167	251
“ “ .....	67	R	76	27	.....	103	123
St-Narcisse.....	68	R	80	90	.....	170	200
“ “ .....	68A	R	68	64	.....	132	196
“ “ .....	69	R	44	118	.....	162	239
“ “ .....	70	R	94	72	.....	166	211
“ “ .....	71	R	117	28	.....	145	217
St-Luc-de-Vincennes.....	72	R	58	80	.....	138	181
“ “ .....	73	R	62	67	.....	129	154
St-Maurice.....	74	R	35	81	.....	116	158
“ “ .....	75	R	63	72	.....	135	173
“ “ .....	75A	R	68	72	.....	140	184
“ “ .....	76	R	107	81	.....	188	239
St-Louis-de-France.....	77	R	98	27	.....	125	195
“ “ .....	77A	R	51	8	.....	59	97
Mont-Carmel.....	78	R	77	70	1	148	345
“ “ .....	78A	R	74	37	.....	111	
Almaville, Village.....	79	R	110	26	.....	136	184
“ “ .....	79A	R	108	30	.....	138	187
“ “ .....	80	R	168	9	.....	177	234
“ “ .....	81	E	155	39	.....	194	273
St-Jacques-des-Piles.....	82	R	123	68	1	192	282
St-Jean-des-Piles.....	83	R	153	71	1	225	269
St-Roch-de-Mékinac.....	84	R	64	17	.....	81	127
St-Joseph-de-Mékinac.....	85	R	41	41	.....	82	99
Grande-Anse.....	86	R	25	9	.....	34	54
Mattawin.....	87	R	19	1	.....	20	22
Parent.....	89	R	80	31	2	113	194
“ “ .....	89A	R	55	30	.....	85	133
Menjobagues.....	91	R	56	16	1	73	161
La Loutre.....	95	R	33	8	.....	41	90
Parent Advance (Provisoire)...	.....	R	4	4	.....	8	
Totals—Totaux.....	110	.....	10,024	5,407	65	15,496	21,838

Majority for  
Majorité pour } Arthur Lesieur Desaulniers, 4,617.



## CHARLEVOIX-SAGUENAY

Population—1921, 46,366

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Pierre François Casgrain	Jules Gobeil			
Chateau-Richer.....	1	R	83	112		195	242
“.....	1A	R	74	96		170	227
“.....	2	R	103	59		162	225
“.....	2A	R	131	56		187	234
Ste-Anne-de-Beaupré, Village..	3	R	126	45		171	172
“.....	4	R	111	55	4	170	251
“.....	4A	R	132	52	3	187	271
Ste-Anne-de-Beaupré, Parish (Paroisse).....	5	R	119	20	1	149	190
“.....	6	R	76	18	2	96	173
“.....	6A	R	77	34	1	112	160
St-Joachim.....	7	R	117	40		157	242
“.....	7A	R	76	54		130	218
“.....	7B	R	22	7		29	
St-Férol.....	8	R	107	75		182	342
“.....	8A	R	95	31	3	129	
St-Tite-des-Caps.....	9	R	63	45		108	196
“.....	9A	R	53	54		107	183
“.....	10	R	69	17	1	87	151
Petite-Rivière St-François.....	11	R	89	23		112	333
“.....	11A	R	37	13		50	
“.....	12	R	60	14	7	81	111
Ile-aux-Coudres.....	13	R	113	27		140	227
“.....	14	R	194	50	1	245	300
Baie-St-Paul, Village.....	15	R	103	32	10	145	183
“.....	15A	R	97	31		128	161
“.....	16	R	60	69		129	449
“.....	16A	R	44	60	3	107	
“.....	17	R	73	72		145	199
Baie-St-Paul, Parish (Paroisse)	18	R	110	58		168	268
“.....	19	R	72	16		88	133
“.....	20	R	108	46	1	155	202
Rivière-du-Gouffre.....	21	R	108	61	1	170	268
St-Urbain.....	22	R	56	26		82	206
“.....	22A	R	42	37	1	80	189
“.....	23	R	46	20		66	117
St-Hilarion.....	24	R	81	50	1	132	205
“.....	25	R	63	18		81	129
Les Eboulements.....	26	R	72	10		82	181
“.....	27	R	104	11		115	357
“.....	27A	R	70	15	1	86	
“.....	28	R	44	10		54	304
“.....	28A	R	45	19		64	
“.....	29	R	20	16		36	96
St-Irénée.....	30	R	63	10		73	94
“.....	30A	R	107	32	2	141	196
“.....	31	R	85	3		88	113
Pointe-au-Pic.....	32	R	87	14		101	190
“.....	32A	R	73	24		97	180
Malbaie Village.....	33	R	110	10	3	123	248
“.....	33A	R	88	21		109	250
“.....	34	R	95	26		121	252
“.....	34A	R	105	26		131	230
Malbaie, Parish (Paroisse).....	35	R	83	14		97	170
“.....	35A	R	76	20	3	99	164
“.....	36	R	114	23	3	140	227
“.....	37	R	95	7	2	104	225
“.....	37A	R	110	10		120	250
“.....	38	R	67	5	3	75	144
Ste-Agnès.....	39	R	94	32		126	269
“.....	40	R	101	18		119	286
Cap-à-L'Aigle.....	41	R	92	22	2	116	234
St-Fidèle.....	42	R	106	41		147	288
“.....	43	R	82	7		89	192

CHARLEVOIX-SAGUENAY—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Pierre François Casgrain	Jules Gobeil			
St-Siméon, Village.....	44	R	85	10		95	155
“.....	44A	R	113	9		122	156
St-Siméon (Parish Paroisse)....	45	R	74	14	1	89	160
“.....	46	R	66	13	1	80	173
St-Firmin.....	47	R	62	15		77	129
Sacré-Cœur.....	48	R	106	20		126	208
“.....	48A	R	120	17		137	209
“.....	49	R	49	2		51	113
Tadoussac.....	50	R	133	73		206	296
Bergeronnes.....	51	R	60	14		74	185
“.....	51A	R	83	16	1	100	186
Les Escoumains.....	52	R	133	3		136	210
“.....	52A	R	109	2		111	191
Sault-au-Mouton.....	53	R	119	19		138	252
Mille-Vaches.....	54	R	115	7		122	239
Ste-Anne-de-Portneuf.....	55	R	150	25	1	176	272
Bersimis.....	56	R	63	28		91	170
Pointe-aux-Outardes.....	57	R	46	8	1	55	86
Canton Ragueneau.....	58	R	35	28		63	214
Franklin, Baie-des-Cèdres.....	59	R	56	13		69	88
Godbout.....	60	R	58	36		94	230
Baie-Trinité.....	61	R	33	1		34	79
Pentecôte.....	62	R	129	8	2	139	263
Shelter Bay.....	63	R	112	44	1	157	252
“.....	63A	R	59	38	5	102	167
Clarke City (Cité).....	64	R	144	33		177	252
“.....	64A	R	145	11		156	225
Sept-Iles.....	65	R	64	81		145	182
“.....	65A	R	63	58		121	159
Rivière Moisie.....	66	R	42	37	1	80	108
Rivière-au-Tonnerre.....	67	R	91	8		99	251
Port-Meunier.....	68	R	123	7		130	207
Rivière St-Jean et Magpie.....	69	R	65	14		79	232
Longue Pointe et Mingan.....	70	R	30	12		42	135
Hàvre St-Pierre.....	71	R	58	33		91	171
“.....	71A	R	54	26		80	142
“.....	72	R	76	37	2	115	199
Natashquam.....	73	R	52	43		95	141
Totals—Totaux.....	101	.....	8,553	2,911	75	11,539	19,374

Majority for }  
Majorité pour } Pierre François Casgrain, 5,642.



## CHÂTEAUGUAY-HUNTINGDON.

Population—1921, 26,731.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. James Alexander Robb.	John Alexander Sullivan.	Bulletins rejetés	Vote total	Electeurs sur la liste
DeLéry.....	1A	R	94	67	.....	161	164
“.....	1B	R	73	109	.....	182	289
“.....	1C	R	31	82	1	114	200
Châteauguay.....	2A	R	105	108	3	216	291
“.....	2B	R	92	93	.....	185	296
“.....	2C	R	67	109	.....	176	321
St-Joachim-de-Châteauguay....	3	R	142	49	.....	191	192
“.....	4	R	88	94	.....	182	216
Ste-Philomène.....	5A	R	74	45	.....	119	144
“.....	5B	R	109	39	.....	148	169
“.....	6	R	98	77	.....	175	206
Ste-Martine.....	7A	R	57	59	.....	116	140
“.....	7B	R	94	73	.....	167	193
“.....	8A	R	88	52	.....	140	171
“.....	8B	R	96	52	.....	148	194
Howick.....	9	R	115	99	.....	214	294
Très-St-Sacrement.....	10	R	102	100	1	203	292
“.....	11	R	99	57	2	158	197
“.....	12	R	85	49	.....	134	202
St-Malachie-d'Ormstown.....	13A	R	52	77	2	131	184
“.....	13B	R	59	71	.....	130	171
“.....	14	R	80	75	.....	155	230
“.....	15	R	51	46	.....	97	120
“.....	16	R	111	40	1	152	174
Ormstown.....	17A	R	110	104	.....	214	285
“.....	17B	R	86	85	3	174	240
St-Antoine-Abbé.....	18	R	105	64	.....	169	194
St-Jean-Chrysostôme.....	19A	R	58	86	.....	144	187
“.....	19B	R	66	59	1	126	154
“.....	20	R	125	81	.....	206	227
St-Chrysostôme.....	21A	R	103	52	.....	155	171
“.....	21B	R	65	59	.....	124	144
Ste-Clothilde.....	22	R	84	80	.....	164	197
“.....	23	R	76	86	.....	162	207
St-Urbain.....	24A	R	87	62	.....	149	178
“.....	24B	R	69	47	3	119	151
“.....	25	R	55	38	13	106	118
Hemmingford Village.....	26	R	115	72	.....	187	255
Hemmingford Township.....	27	R	84	51	1	136	181
“.....	28	R	137	79	1	217	249
“.....	29	R	107	118	2	227	288
Havelock.....	30	R	63	52	.....	115	153
“.....	31	R	100	72	.....	172	226
Franklin.....	32	R	141	78	.....	219	268
“.....	33	R	103	91	.....	194	236
Hinchinbrooke.....	34	R	73	100	2	175	223
“.....	35	R	55	143	.....	198	243
“.....	36	R	63	75	.....	138	204
“.....	37	R	113	111	3	227	296
Huntingdon.....	38A	R	71	72	.....	143	187
“.....	38B	R	59	65	3	127	164
“.....	39A	R	94	106	2	202	238
“.....	39B	R	103	109	3	215	273
Ste-Barbe.....	40	R	146	77	.....	223	254
St-Anicet.....	41	R	143	71	.....	214	262
“.....	42	R	49	39	1	89	111
“.....	43	R	79	83	3	165	205
“.....	44	R	93	92	17	202	271
Godmanchester.....	45	R	86	128	2	216	307
“.....	46	R	117	71	.....	188	225
“.....	47	R	75	117	.....	192	254
Elgin.....	48	R	77	90	.....	167	245
“.....	49	R	66	57	.....	123	172
Dundee.....	50A	R	63	59	.....	122	170
“.....	50B	R	65	68	.....	133	175
Totals—Totaux.....	65	.....	5,691	4,971	70	10,732	13,838

Majority for } Honourable James Alexander Robb, 720.  
Majorité pour }

## CHICOUTIMI.

Population—1927, 37,578.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Eugène Bergeron.	Julien Edouard Alfred Dubuc.			
CHICOUTIMI TOWN (VILLE)							
East Ward (Quartier Est).....	1	U	10	123		133	211
“ “ .....	2	U	16	99		115	181
“ “ .....	3	U	9	92		101	182
“ “ .....	4	U	14	88	1	103	164
“ “ .....	5	U	7	89		96	145
“ “ .....	6	U	11	96	1	108	172
Centre Ward (Quartier Centre)	7	U	15	156	2	173	337
“ “ .....	8	U	13	147		160	313
“ “ .....	9	U	26	132		158	294
“ “ .....	10	U	16	133		149	253
“ “ .....	10A	U	13	133		146	249
“ “ .....	11	U	6	78		84	164
“ “ .....	12	U	4	135	1	140	267
“ “ .....	13	U	14	85		99	165
“ “ .....	13A	U	9	71		80	151
West Ward (Quartier Ouest)...	14	U	11	146		157	266
“ “ .....	15	U	9	114	1	124	190
“ “ .....	16	U	4	159	2	165	225
“ “ .....	17	U	4	144	5	153	222
“ “ .....	18	U	8	119		127	195
“ “ .....	19	U	18	179	2	199	293
JONQUIÈRE TOWN (VILLE)							
West Ward (Quartier Ouest)....	20	U	46	48		94	216
“ “ .....	21	U	45	46		91	223
East Ward (Quartier Est)...	22	U	31	77		108	276
“ “ .....	23	U	55	91	1	147	337
“ “ .....	24	U	54	69	1	124	341
Centre Ward (Quartier Centre)	25	U	44	37		81	213
“ “ .....	26	U	14	32		46	123
“ “ .....	27	U	23	41		64	180
“ “ .....	28	U	34	28		62	141
“ “ .....	29	U	12	42		54	132
“ “ .....	30	U	36	39		75	175
North Ward (Quartier Nord)...	31	U	51	94		145	341
“ “ .....	32	U	40	61		101	273
KÉNOGAMI TOWN (VILLE)							
East part (Partie Est).....	33	R	28	82		110	215
“ “ .....	34	R	29	64		93	
“ “ .....	35	R	45	39		84	
West part (Partie Ouest).....	36	R	29	117		146	382
“ “ .....	37	R	12	104		116	241
“ “ .....	38	R	33	88	1	122	296
Rivière-du-Moulin.....	39	R	15	157	1	173	244
“ “ .....	40	R	10	117		127	174
Chicoutimi Township.....	41	R	12	148		160	240
“ “ .....	42	R	16	107		123	151
“ “ .....	43	R	1	156		157	255
“ “ .....	44	R	2	155	3	160	223
Jonquière Parish (Paroisse)....	45	R	48	41		89	297
“ “ .....	46	R	28	45		73	181
Petite-Rivière-aux-Sables.....	47	R	9	27		36	72
NOTRE-DAME DE LATERRIÈRE							
Village.....	48	R	10	171		181	240
Parish (Paroisse).....	49	R	0	98		98	143
“ “ .....	50	R	3	101		104	146



## CHICOUTIMI—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Eugène Bergeron.	Julien Edouard Alfred Dubuc.			
Bagot Town (Ville).....	51	R	58	47	5	120	304
“ “.....	52	R	77	53	1	131	320
“ “.....	53	R	50	36	19	105	250
“ “.....	54	R	52	52	11	115	295
Bagot Parish (Paroisse).....	55	R	119	73		192	314
Port Alfred Town (Ville).....	56	R	42	88	1	131	287
“ “.....	57	R	30	95		125	300
“ “.....	58	R	46	92		138	252
Grande-Baie, Village.....	59	R	47	50	3	100	213
“ “.....	60	R	28	58	1	87	223
“ “.....	61	R	29	77		106	246
“ “.....	62	R	28	53		81	184
Grande-Baie Parish (Paroisse)	63	R	13	87		100	295
St-Félix d'Otis, Parish (Pa- roisse).....	64	R	28	27		55	120
L'Anse-St-Jean.....	65	R	0	135		135	204
“ “.....	66	R	8	84		92	135
Petit-Saguenay.....	67	R	10	114		124	238
Descente-des-femmes.....	68	R	2	50		52	63
St-Fulgence Parish (Paroisse)	69	R	8	108		116	189
“ “.....	70	R	11	93		104	187
“ “.....	71	R	10	75		85	168
Ste-Anne Parish (Paroisse)....	72	R	33	192	5	230	342
“ “.....	73	R	40	140		180	245
“ “.....	74	R	6	105		111	167
“ “.....	75	R	35	161	1	197	273
“ “.....	76	R	12	107		119	147
St-Honoré.....	77	R	6	141		147	314
“ “.....	78	R	7	161		168	292
St-Ambroise.....	79	R	5	126		132	208
“ “.....	80	R	8	113		121	168
“ “.....	81	R	3	61		64	95
Canton Bégin.....	82	R	0	74		74	118
“ “.....	83	R	11	35		46	118
St-Charles-Barromée.....	84	R	7	77		84	172
St-Louis-Nazaire.....	85	R	19	125	3	147	299
“ “.....	86	R	11	57		68	196
Châte-aux-Galets.....	87	R	8	18		26	29
Larouche.....	88	R	36	50		86	179
“ “.....	89	R	6	29		35	87
Canton Labrecque.....	90	R	8	84		92	138
Arvida Town (Ville).....A-M	91	R	62	82	1	145	254
“ “.....N-Z	92	R	33	36		69	
Rivière Ha! Ha!.....	93	R	No poll held.	(Le scrutin n'a pas été tenu)			98
Rivière à Mars.....	94	R	4	36		40	
Rivière Cyrano.....	95	R	14	18		32	87
Rivière Shipshaw.....	96	R	9	43	1	53	71
Totals—Totaux.....	98		2,142	8,658	74	10,874	20,194

Majority for } Julien Edouard Alfred Dubuc, 6,516.  
Majorité pour }

## COMPTON

Population—1921, 32,816

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Samuel Gobeil	Joseph Etienne Letellier			
East Angus.....	1	R	118	63	1	182	208
".....	2	R	124	42	1	167	199
".....	3	R	98	102	1	201	234
".....	4	R	39	102		141	167
".....	5	R	38	177	4	219	248
".....	6	R	37	101		138	163
".....	7	R	39	191	1	231	270
".....	8	R	79	164		243	280
St-Isidore.....	9	R	41	67	1	109	118
".....	10	R	58	94		152	159
St-Malo.....	11	R	79	148		227	270
Bury.....	12	R	71	60		131	166
".....	13	R	94	65		159	203
".....	14	R	74	92		166	215
Brookbury.....	15	R	78	62		140	203
Canterbury.....	16	R	67	58		125	159
Westbury.....	17	R	70	121		191	286
Clifton East (Est).....	18	R	73	49		122	172
".....	19	R	37	45		82	103
St-Edwidge.....	20	R	43	133		176	218
".....	21	R	28	91		119	147
Martinville.....	22	R	54	114		168	192
Compton Station.....	23	R	111	108		219	299
Compton.....	24	R	86	104		190	228
Cochrane School.....	25	R	61	108		169	218
Moes River.....	26	R	60	100		160	247
Waterville.....	27	R	87	109		196	244
".....	28	R	123	101		224	263
Notre-Dame-des-Bois.....	29	R	40	146		192	208
".....	30	R	47	115		162	183
La Patrie.....	31	R	108	122		230	257
".....	32	R	137	78		215	257
Cookshire.....	33	R	67	36		103	117
".....	34	R	43	29	3	75	88
".....	35	R	117	32		149	173
".....	36	R	103	26		129	150
".....	37	R	107	115	4	226	242
Eaton Corner.....	38	R	64	46	2	112	137
".....	39	R	83	77		160	196
Sawyerville.....	40	R	165	75		240	298
Bulwer.....	41	R	64	59		133	156
".....	42	R	63	64	2	129	153
Ascot Corner.....	43	R	37	63		100	157
Chartierville.....	44	R	30	117		147	185
".....	45	R	43	104	1	148	184
Scotstown.....	46	R	122	68		190	223
".....	47	R	58	89	1	148	163
".....	48	R	85	96		181	215
Ballalan, S.H.....	49	R	29	56		85	108
East Hereford.....	50	R	74	96	1	171	194
Paquetteville.....	51	R	33	88	2	123	158
St-Herménégilde.....	52	R	38	166	2	206	253
Gould Village.....	53	R	82	68		150	201
Dell School House.....	54	R	27	8		35	49
McIver School House.....	55	R	54	55	1	120	141
Megantic.....	56	R	52	153		205	256
".....	57	R	51	80		131	180
".....	58	R	34	197		231	309
".....	59	R	26	203		229	290
".....	60	R	48	212	3	263	310
".....	61	R	72	160		232	281
Marsboro.....	62	R	54	22		76	147
Piopolis.....	63	R	53	109		162	200
Milan.....	64	R	50	18		68	102
Valracine.....	65	R	53	96		149	193



## COMPTON—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Samuel Gobeil	Joseph Etienne Letellier			
Island Brook.....	66	R	125	79	.....	204	236
Randborough.....	67	R	135	59	.....	194	217
Winslow South (Sud).....	68	R	13	55	.....	68	78
Stornoway.....	69	R	34	165	.....	199	305
St-Romain.....	70	R	30	124	.....	154	197
".....	71	R	10	89	.....	99	124
Ste-Cécile.....	72	R	59	153	1	213	280
".....	73	R	34	113	3	150	182
Springhill.....	74	R	23	83	.....	106	173
".....	75	R	63	60	.....	123	203
Milan.....	76	R	57	20	.....	77	88
Totals—Totaux.....	76	.....	4,979	7,125	35	12,139	15,086

Majority for } Joseph Etienne Letellier, 2,146.  
Majorité pour }

## DORCHESTER.

Population—1921, 29,563.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Lucien Cannon.	Robert Côté.			
St-Anselme.....	1	R	85	77	1	163	235
".....	2	R	65	92		157	195
".....	3	R	82	70		152	184
".....	4	R	99	50		149	197
St-Aurélien.....	5	R	132	28	1	161	222
St-Bernard.....	6	R	139	133		272	334
".....	7	R	155	101		256	304
St-Benjamin.....	8	R	104	32		136	205
".....	9	R	118	21		139	216
St-Claire.....	10	R	95	90		185	251
".....	11	R	116	74		190	296
".....	12	R	39	56		95	134
".....	13	R	62	69	4	135	199
St-Cyprien.....	14	R	103	60		163	204
St-Edouard.....	15	R	48	49		97	133
".....	16	R	62	85		147	211
".....	17	R	14	80		94	129
".....	18	R	70	49		119	149
".....	19	R	73	85	2	160	222
St-Germaine.....	20	R	173	16		189	244
".....	21	R	125	68		193	295
".....	22	R	112	25	5	142	211
".....	23	R	154	8	1	163	211
St-Hénédine.....	24	R	52	89	3	144	229
".....	25	R	48	30		78	115
".....	26	R	65	72		137	197
Honfleur.....	27	R	66	54		120	145
St-Isidore.....	28	R	86	83	1	170	247
".....	29	R	114	77	1	192	239
".....	30	R	73	44		117	207
".....	31	R	42	39		81	109
".....	32	R	24	30		54	75
St-Justine.....	33	R	64	72		136	185
".....	34	R	61	83		144	173
".....	35	R	38	76		114	134
".....	36	R	62	47	2	111	147
St-Léon.....	37	R	90	37		127	190
".....	38	R	106	46		152	275
".....	39	R	130	36		166	239
St-Louis.....	40	R	109	47		156	207
St-Luc.....	41	R	141	30		171	206
St-Malachie.....	42	R	79	71		150	190
".....	43	R	68	51	1	120	176
".....	44	R	49	27	1	77	102
".....	45	R	73	89		162	195
St-Marguerite.....	46	R	93	125		218	315
".....	47	R	17	66		83	149
St-Maxime.....	48	R	116	37		153	184
".....	49	R	152	28	3	183	236
St-Nazaire.....	50	R	94	70		164	204
St-Odilon.....	51	R	81	59		140	200
".....	52	R	59	85		144	229
".....	53	R	60	77		137	200
St-Prosper.....	54	R	136	62		198	337
".....	55	R	105	31		136	246
".....	56	R	131	49	2	182	315
St-Rose.....	57	R	131	89	2	222	294
".....	58	R	82	49		131	173
St-Sabine.....	59	R	36	66		102	117
St-Zacharie.....	60	R	140	31		171	250
".....	61	R	161	21		182	263
".....	62	R	168	47		215	278
Totals—Totaux.....	62		5,627	3,640	30	9,297	12,953

Majority for } L'Honorable Lucien Cannon, 1,987.  
Majorité pour }



## DRUMMOND-ARTHABASKA.

Population—1921, 44,372.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Wilfrid Girouard.	Henri Edouard St-Sauveur.			
St-Cyrille-de-Wendover....A-H	1	R	116	23		139	166
“.....I-Z	1A	R	100	32		132	168
Drummondville.....A-B	2	R	91	13		104	210
“.....C-F	2A	R	84	45	1	130	269
“.....G-H	2B	R	83	25	1	109	191
“.....I-L	2C	R	76	30		106	247
“.....M-P	2D	R	98	25		123	251
“.....R-Z	2E	R	73	35		108	249
“.....	3	R	123	67	1	191	310
“.....A-F	4	R	92	37	2	131	228
“.....G-L	4A	R	76	65		141	245
“.....M-Z	4B	R	90	34		124	230
Durham Township (Ulverton)	5	R	67	63		130	203
Durham South (Sud) Parish (Paroisse).....	6-7	R	62	33		95	251
“.....	6-7	R	23	26		49	179
Durham Village South (Sud)..	8	R	94	24	2	120	226
St-Edmond-de-Grantham.....	9	R	60	45		105	168
St-Eugène-de-Grantham.....	10	R	111	32	1	144	267
“.....	11	R	32	17		49	83
“.....	12	R	45	33		78	88
St-Germain-de-Grantham.....	13	R	108	73		181	274
“.....	14	R	95	84		179	268
“.....	15	R	81	42		123	177
Grantham Township.....	16	R	95	40	9	144	306
“.....	16A	R	83	34	1	118	255
“.....	17	R	128	25	2	155	304
St-Joseph-de-Grantham.....	18	R	114	26		140	235
“.....	18A	R	98	16		114	173
Kingsey Township.....	19	R	108	31		139	213
“.....	19A	R	78	13		91	175
“.....	20	R	106	13		119	223
Kingsey Falls.....	21	R	90	37		127	184
Kingsey Village.....	22	R	109	60		169	220
L'Avenir.....	23	R	73	24		97	154
“.....	23A	R	69	21		90	150
“.....	24	R	73	56	1	130	197
Lefebvre.....	25	R	69	21		90	197
St-Lucien.....	26	R	65	131		196	246
St-Majorique-de-Grantham...	27	R	79	12		91	245
Notre-Dame-du-Bon-Conseil...	28	R	67	23		90	159
“.....	28A	R	58	18		86	166
“.....	29	R	49	12		61	98
Wendover & Simpson.....	30	R	66	27		93	165
“.....	30A	R	43	38		81	159
“.....	31	R	124	78		202	293
Wickham.....A-F	32	R	66	31		97	164
“.....G-Z	32	R	64	23		87	152
“.....	33	R	33	29		62	162
“.....	34	R	63	28	2	93	193
“.....	35	R	96	37		133	192
St-Albert-de-Warwick.....	36	R	78	39	1	118	161
“.....	37	R	44	41	1	86	163
St-Anne-du-Sault.....	38	R	98	3		101	150
“.....	39	R	62	27		89	155
Arthabaska.....	40	R	143	31	1	175	246
“.....A-H	41	R	115	19		134	172
“.....I-Z	41	R	96	26		122	147
Chénier.....	42	R	104	24	1	129	192
“.....	42A	R	119	11		130	170
“.....	43	R	96	10		106	173
Chester East (Est).....	44	R	43	16		59	97
“.....	45	R	86	15		101	211
Chester North (Nord).....	46	R	61	13		74	173

DRUMMOND-ARTHABASKA.—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected balots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Wilfrid Girouard.	Henri Edouard St-Sauveur.			
Chester West (Ouest).....	47	R	121	29	.....	150	284
“.....	48	R	106	25	.....	131	174
Chesterville.....	49	R	84	11	.....	95	130
Ste-Clothilde-de-Horton.....	50	R	121	68	.....	189	275
“.....	50A	R	38	15	.....	53	65
“.....	51	R	62	106	.....	168	251
St-Christophe-d'Arthabaska...	52	R	166	16	.....	182	280
Daveluyville.....	53	R	105	33	3	141	185
Ste-Elizabeth.....	54	R	116	96	.....	212	253
St-Louis-de-Blandford.....	55	R	153	14	1	168	214
Maddington.....	56	R	100	20	.....	120	165
St-Norbert-d'Arthabaska.....	57	R	68	12	.....	80	145
“.....	57A	R	91	16	1	108	194
Princeville.....	58	R	144	56	1	201	289
“.....	59	R	133	17	5	155	195
St-Rémi-de-Tingwick.....	60	R	80	20	.....	100	170
“.....	60A	R	68	8	.....	76	147
St-Rosaire.....	61	R	74	37	1	112	213
“.....	62	R	101	19	.....	120	191
Ste-Séraphine.....	63	R	50	37	.....	87	115
Stanfold.....	64	R	116	33	.....	149	203
“.....	65	R	142	62	.....	204	282
Tingwick.....	66	R	63	37	.....	100	210
St-Valère-de-Bulstrode.....	67	R	73	61	1	135	231
“.....	68	R	96	34	2	132	263
Ste-Victoire-d'Arthabaska.....	69	R	80	57	.....	137	235
“.....	70	R	63	52	.....	115	144
Victoriaville.....	71	R	136	60	.....	196	280
“.....	71A	R	130	49	.....	179	247
“.....	72	R	166	34	1	201	292
“.....	72A	R	89	52	.....	141	192
“.....	72B	R	81	23	2	106	148
“.....	73	R	168	48	3	219	279
“.....	73A	R	158	71	.....	229	270
“.....	73B	R	169	52	.....	221	296
“.....	73C	R	137	72	.....	209	288
Warwick Township.....	74	R	172	70	1	243	278
“.....	75	R	79	93	.....	172	228
Warwick Village.....	76	R	101	60	.....	161	195
“.....	77	R	199	57	3	259	296
Totals—Totaux.....	103	.....	9,600	3,814	52	13,466	21,331

Majority for } Wilfrid Girouard, 5,786.  
Majorité pour }





**GASPÉ.—Con.**

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Albert Edward Flynn.	Hon. Rodolphe Lemieux.			
Newport East (Est).....	57	R	37	172	1	210	267
Newport Centre (Centre).....	58	R	36	105		141	174
Newport West (Ouest).....	59	R	91	171		262	307
Entry Island.....	60	R	28	21		49	63
Amherst West (Ouest).....	61	R	45	84		129	163
Amherst East (Est).....	62	R	38	114	1	153	202
St-François-Xavier East (Est)	63	R	34	203	2	239	333
“ West (Ouest)	64	R	23	176	4	203	282
Etang-du-Nord.....	65	R	57	135	6	198	269
“ .....	66	R	25	146		171	216
“ .....	67	R	121	122		243	326
“ .....	68	R	104	30		134	194
“ .....	69	R	101	154		255	316
Havre-aux-Maisons East (Est)..	70	R	56	103		159	192
“ West (Ouest)	71	R	76	85	1	162	207
“ Centre (Centre)	72	R	78	107	1	186	195
Grosse-Ile.....	73	R	44	25		69	131
Grande-Entrée.....	74	R	66	88		154	228
Ile-aux-Loups.....	75	R	21	27		48	50
L'Anse-aux-Cousins.....	76	R	76	79	4	159	211
Totals—Totaux.....	83		4,820	8,769	115	13,704	18,383

Majority for } L'Honorable Rodolphe Lemieux, 3,949.  
Majorité pour }



## HULL

Population—1921, 39, 180

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	François Albert Dumas	Joseph Eloi Fontaine			
Hull City (Cité).....	1A	U	54	105	.....	159	207
" ".....	1B	U	41	143	.....	184	241
" ".....	2A	U	11	127	.....	138	215
" ".....	2B	U	19	153	.....	172	254
" ".....	2C	U	19	139	1	159	253
" ".....	2D	U	4	99	.....	103	186
" ".....	2E	U	6	90	.....	96	146
" ".....	3A	U	10	139	.....	149	254
" ".....	3B	U	22	161	1	184	280
" ".....	3C	U	24	143	.....	167	258
" ".....	3D	U	23	143	2	168	259
" ".....	3E	U	27	81	1	109	168
" ".....	3F	U	20	114	.....	134	216
" ".....	3G	U	29	101	.....	130	201
" ".....	4A	U	55	61	.....	116	215
" ".....	4B	U	64	97	.....	161	241
" ".....	5A	U	35	134	.....	169	253
" ".....	5B	U	21	95	.....	116	171
" ".....	5C	U	41	103	1	145	224
" ".....	6A	U	15	127	.....	142	192
" ".....	6B	U	7	144	1	152	217
" ".....	6C	U	17	163	.....	180	262
" ".....	7A	U	29	133	.....	162	225
" ".....	7B	U	27	109	2	138	215
" ".....	7C	U	23	90	.....	113	164
" ".....	8A	U	41	114	.....	155	222
" ".....	8B	U	7	92	4	103	154
" ".....	8C	U	15	81	.....	96	156
" ".....	9A	U	22	125	1	148	217
" ".....	9B	U	13	111	.....	124	199
" ".....	9C	U	14	78	1	93	152
" ".....	10A	U	19	107	.....	126	239
" ".....	10B	U	17	99	1	117	206
" ".....	10C	U	13	107	.....	120	232
" ".....	11A	U	15	108	.....	123	205
" ".....	11B	U	8	124	.....	132	199
" ".....	11C	U	23	141	1	165	247
" ".....	12A	U	8	138	2	148	224
" ".....	12B	U	10	106	1	117	190
" ".....	12C	U	10	123	.....	133	217
" ".....	12D	U	11	89	1	101	165
" ".....	12E	U	5	103	.....	109	164
" ".....	13A	U	32	171	1	204	285
" ".....	13B	U	14	156	2	172	252
" ".....	14A	U	13	93	.....	106	167
" ".....	14B	U	6	136	.....	142	196
" ".....	14C	U	10	115	.....	125	177
" ".....	15A	U	21	111	.....	132	189
" ".....	15B	U	11	115	1	127	179
" ".....	15C	U	7	90	2	105	178
" ".....	16A	U	31	145	.....	176	265
" ".....	16B	U	5	158	.....	163	244
" ".....	16C	U	16	196	4	216	286
" ".....	17A	U	15	132	.....	147	245
" ".....	17B	U	11	105	.....	116	212
" ".....	17C	U	15	115	.....	130	197
" ".....	18A	U	27	80	1	108	151
" ".....	18B	U	20	130	3	153	218
" ".....	18C	U	20	120	4	144	189
" ".....	19A	U	17	136	4	157	247
" ".....	19B	U	13	144	5	162	238
" ".....	19C	U	9	157	4	170	265
Pointe Gatineau.....	20A	R	41	113	3	157	252
" ".....	20B	R	52	119	1	172	247
" ".....	21A	R	29	102	.....	131	196

HULL—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	François Albert Dumas	Joseph Eloi Fontaine			
Pointe Gatineau.....	21B	R	18	80		98	211
“.....	21C	R	15	102		117	193
Templeton Village.....	22A	R	11	99		110	166
“.....	22B	R	11	91	2	104	161
“ West (Ouest).....	23A	R	24	49	1	74	170
“.....	23B	R	25	48	1	74	152
“ River Front.....	36	R	11	68		79	85
Gatineau Plant.....	24A	R	15	38		53	220
“.....	24B	R	12	26		38	263
“.....	24C	R	12	25		37	196
“.....	24D	R	8	26		34	175
“.....	24E	R	13	51		64	263
“.....	24F	R	15	29	1	45	285
Templeton East (Est).....	25	R	12	65		77	325
“.....	26	R	10	42	2	54	121
“ North (Nord).....	27A	R	19	101		120	204
“.....	27B	R	18	89		107	158
Angers.....	28	R	14	51	7	72	144
L'Ange-Gardien.....	29	R	9	80		89	272
Masson.....	30	R	11	141		152	246
“.....	31	R	14	96		110	229
Buckingham North (Nord).....	32A	R	21	87		108	197
“.....	32B	R	29	96		125	220
“.....	33	R	24	101		125	237
Buckingham South (Sud).....	34A	R	35	113		148	248
“.....	34B	R	28	90	2	120	238
“.....	35A	R	15	62	1	78	163
“.....	35B	R	29	56		85	208
“ West (Ouest).....	37A	R	31	67		98	136
“.....	37B	R	44	38		82	155
“.....	38	R	24	81		105	154
“ South East (Sud Est).....	39	R	6	47		53	130
“ West (Ouest).....	40	R	24	32		56	136
“.....	41	R	14	34		48	82
“ Township.....	42A	R	4	59		63	152
“.....	42B	R	9	46		55	149
Portland East (Est).....	43	R	62	33		95	147
“.....	44	R	14	95		109	125
“ West (Ouest).....	45	R	72	70		142	224
Derry.....	46	R	6	16		22	147
Villeneuve.....	47	R	10	68		78	140
Bowman.....	48	R	14	87		101	213
Bigelow, Wells & McGill.....	49A	R	18	120	3	141	171
“.....	49B	R	21	144	5	170	224
Wabasse & Dudley.....	50	R	4	75	5	84	192
Totals—Totaux.....	110		2,185	10,899	86	13,170	22,422

Majority for  
Majorité pour } Joseph Eloi Fontaine, 8,714.



## JOLIETTE

Population—1921, 25,913.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Jean Joseph Denis.	Joseph Damien Neveu.			
Joliette.....	1	U	83	46		129	157
".....	2	U	80	44		124	178
".....	3	U	105	70		175	200
".....	4	U	98	82	2	182	205
".....	5	U	67	61		128	157
".....	6	U	87	40	2	129	163
".....	7	U	67	84		151	194
".....	8	U	68	75	2	145	193
".....	9	U	117	63		180	227
".....	10	U	130	72	1	203	227
".....	11	U	106	84	2	192	225
".....	12	U	121	73		194	221
".....	13	U	96	43	2	141	159
".....	14	U	119	51		170	203
".....	15	U	93	55	3	151	186
".....	16	U	77	77	3	157	194
".....	17	U	91	47		138	153
".....	18	U	124	57		181	208
".....	19	U	77	53		130	147
".....	20	U	97	43		140	150
".....	21	U	81	64		145	193
".....	22	U	57	76	18	151	181
".....	23	U	101	51		152	172
".....	24	U	95	47		142	171
St-Charles-Borromée.....	25	R	144	62		206	223
".....	26	R	86	55		141	163
St-Thomas.....	27	R	96	101		197	248
".....	28	R	113	80		193	250
".....	29	R	95	64		159	199
Ste-Elizabeth.....	30	R	122	62		184	250
".....	31	R	105	65	3	173	250
".....	32	R	70	78		148	250
".....	33	R	114	43		157	250
Notre-Dame-de-Lourdes.....	34	R	96	57		153	245
St-Félix-de-Valois.....	35	R	93	94	2	189	218
".....	36	R	83	68		151	182
".....	37	R	78	110	3	191	258
".....	38	R	59	122	1	182	219
".....	39	R	76	83		159	198
St-Cléophas.....	40	R	58	76		134	165
St-Jean-de-Matha.....	41	R	61	69		130	158
".....	42	R	72	68		140	177
".....	43	R	59	50		109	135
".....	44	R	94	72	1	167	202
Ste-Mélanie.....	45	R	56	44	1	101	140
".....	46	R	47	48		95	120
".....	47	R	45	41	1	87	121
St-Ambroise.....	48	R	76	89	1	166	172
".....	49	R	78	69	1	148	188
".....	50	R	70	89	1	160	180
".....	51	R	86	74		160	174
Ste-Béatrix.....	52	R	56	91	1	148	183
".....	53	R	44	99		143	175
St-Alphonse.....	54	R	94	115		209	269
Ste-Emélie-de-l'Énergie.....	55	R	91	101		192	241
".....	56	R	109	80		189	254
St-Côme.....	57	R	165	57		222	281
".....	58	R	45	29		74	99
St-Paul.....	59	R	142	38		180	214
".....	60	R	88	35		123	141
Crabtree Mills.....	61	R	111	50	1	162	204
".....	62	R	154	61	3	218	264
St-Paul Village.....	63	R	66	24		90	102
Joliette, Advance (Provisoire).....		U	25	31		56	
Totals—(Totaux).....	64		5,659	4,202	55	9,916	12,226

Majority for  
Majorité pour } Jean Joseph Denis, 1,457.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Georges Bouchard	François Xavier Pelletier	Bulletins rejetés	Vote total	Electeurs sur la liste
St-Anne.....	1	R	77	59	.....	136	203
".....	1A	R	39	58	.....	97	134
".....	2	R	78	30	.....	108	147
".....	2A	R	75	45	1	121	179
".....	3	R	119	21	6	146	226
".....	4	R	63	37	8	108	144
".....	5	R	56	55	3	114	150
".....	6	R	66	52	.....	118	142
St-Onésime.....	7	R	51	31	.....	82	114
".....	8	R	95	33	.....	128	163
St-Pacôme.....	9	R	88	47	.....	135	211
".....	10	R	91	54	.....	145	209
".....	11	R	45	41	1	87	123
".....	12	R	130	34	.....	164	227
".....	13	R	66	87	.....	153	237
".....	14	R	24	29	.....	53	86
Rivière-Ouelle.....	15	R	112	17	1	130	192
".....	16	R	53	18	.....	71	122
".....	17	R	106	26	4	136	190
".....	18	R	85	21	2	108	189
St-Denis.....	19	R	37	139	2	178	255
".....	20	R	38	48	.....	86	122
St-Philippe.....	21	R	84	97	1	182	230
".....	22	R	78	82	4	164	227
St-Pascal.....	23	R	103	23	.....	126	172
".....	24	R	86	17	.....	103	199
".....	25	R	113	64	.....	177	258
".....	26	R	134	14	.....	148	220
".....	27	R	130	33	.....	163	232
St-Hélène.....	28	R	106	44	1	151	205
".....	29	R	84	60	.....	144	185
".....	30	R	87	53	1	141	176
St-Alexandre.....	31	R	105	104	.....	209	271
".....	32	R	104	79	1	184	246
".....	33	R	64	45	.....	109	165
".....	34	R	38	38	.....	76	110
St-Eleuthère.....	35	R	113	56	2	171	221
".....	36	R	72	40	1	113	152
".....	37	R	112	61	1	174	236
St-Joseph.....	38	R	118	43	.....	161	203
Kamouraska.....	39	R	39	25	.....	64	134
".....	39A	R	50	36	.....	86	172
".....	40	R	119	32	.....	151	233
St-André.....	41	R	83	43	.....	126	156
".....	42	R	63	54	2	119	162
".....	43	R	70	28	.....	98	129
".....	44	R	71	33	1	105	126
St-Germain.....	45	R	55	42	2	99	136
".....	46	R	44	18	.....	62	99
St-Bruno.....	47	R	59	29	1	89	132
".....	48	R	92	23	5	120	204
".....	49	R	63	7	.....	70	132
".....	50	R	17	16	.....	33	45
St-Athanase.....	51	R	51	15	0	72	111
Mont-Carmel.....	52	R	44	82	.....	126	263
".....	53	R	24	53	.....	77	124
".....	54	R	28	64	1	93	165
Lac-de-l'Est.....	55	R	27	16	.....	43	103
Bretagne.....	56	R	8	11	.....	19	27
Totals—Totaux.....	59	.....	4,332	2,562	58	6,952	10,126

Majority for }  
Majorité pour } Georges Bouchard, 1,770.



## LABELLE.

Population—1921, 35,927.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Henri Bourassa.	Louis Cousineau.	Joseph Edouard Moranville.			
Notre-Dame-de-Bonsecours....	1	R	203	7	0	2	212	304
Notre-Dame North (Nord)...	2	R	81	7	0		88	124
Montébello.....	3	R	164	6	0		170	236
“.....	3A	R	182	10	0		192	258
Papineauville.....	4	R	150	20	0		170	230
“.....	4A	R	128	35	1		164	223
Ste-Angélique.....	5	R	118	52	0		170	221
“.....	5	R	59	11	1		71	120
Plaisance.....	7	R	171	5	1		178	282
St-André-Avellin.....	8	R	43	20	0		63	107
“.....	8A	R	61	3	0		64	105
“.....	9	R	120	8	0	1	129	168
“.....	9A	R	140	10	0		150	205
“.....	10	R	100	10	3		113	189
“.....	11	R	89	3	1		93	156
“.....	11A	R	118	4	0	1	123	168
Notre-Dame-de-la-Paix.....	12	R	155	19	1		175	282
“.....	12A	R	94	8	0		100	154
Thurso.....	13	R	143	10	2		155	253
“.....	13A	R	156	7	2		165	229
Lochaber & Gore.....	14	R	29	20	1		50	126
“.....	15	R	57	11	1	1	69	159
Lochaber North (Nord)...	16	R	102	41	3		147	266
Lochaber West (Ouest).....	17	R	53	31	0		84	240
St-Malachie.....	18	R	60	11	3		74	148
Mulgrave.....	19	R	50	20	0		70	185
Ripon.....	20	R	151	10	2		163	263
“.....	21	R	90	6	2		98	200
“.....	22	R	88	3	0		91	170
Chénéville.....	23	R	123	30	0	2	155	290
Hartwell.....	24	R	59	18	0		77	239
Preston.....	25	R	56	9	1		66	122
Montpellier.....	26	R	94	52	3	3	152	294
Suffolk.....	27	R	23	55	5		83	198
“.....	28	R	81	6	0		87	157
Addington.....	29	R	18	2	0		20	65
Suffolk West (Ouest).....	30	R	30	3	1		34	164
Ponsonby.....	31	R	84	47	3	1	135	226
Amherst.....	32	R	129	31	3		163	240
Windigo.....	32A	R	48	0	0		48	58
Clyde.....	33	R	117	18	3	1	139	251
Joly.....	34	R	81	25	14	2	122	227
Labelle.....	35	R	134	20	24	7	185	297
La Minerve.....	36	R	67	19	3		89	277
L'Annonciation.....	37	R	109	14	0	1	124	417
“.....	37A	R	103	19	0		122	
Marchand.....	38	R	52	10	5		67	135
“.....	39	R	44	7	1	1	53	110
“.....	40	R	54	11	0	1	76	233
“.....	40A	R	48	3	3		54	
Loranger.....	41	R	105	29	0		134	201
Nominigues.....	42	R	186	11	1		198	269
Loranger South East (Sud Est)	43	R	33	2	2		37	117
Robertson & Pope.....	44	R	163	4	3	1	171	311
Robertson—Lac Brochet.....	45	R	50	5	1		56	156
Campbell West (Ouest).....	46	R	88	2	1	1	92	156
Campbell West—Brunet.....	46A	R	73	1	0	1	75	94
Campbell East (Est).....	47	R	142	5	0		147	214
“.....	47A	R	90	4	0		94	139
Campbell Guenette.....	48	R	46	13	0		59	110
Val-Barrette.....	49	R	111	8	2		121	232
Mont-Laurier.....	50	R	214	8	0		222	305
“.....	50A	R	172	5	0	1	178	299
“.....	50B	R	159	5	0		164	257
“.....	51	R	127	2	1	1	131	197

**LABELLE.—Con.**

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Henri Bourassa.	Louis Cousineau.	Joseph Edouard Moranville.			
Kiamika.....	52	R	123	2	2		132	302
Bouthillier.....	53	R	118	2	1		121	223
“.....	53A	R	28	0	0		28	37
Turgeon.....	54	R	71	3	3		77	177
Boyer West (Ouest).....	55	R	24	5	2		31	105
“.....	56	R	101	6	2		109	149
L'Ascension.....	57	R	136	2	2	1	141	268
Wurtele Moreau & Gravel.....	58	R	96	37	1	1	135	275
“ “.....	59	R	55	57	0		112	242
“ “.....	60	R	93	20	3		116	187
“ “.....	61	R	31	2	2		35	48
Ferme-Neuve.....	62	R	81	45	0	1	127	262
Lac-St-Paul.....	63	R	23	12	2		42	95
Décarie.....	64	R	70	6	5		81	309
“.....	64A	R	31	9	0		40	177
Totals—Totaux.....	80 ..		7,569	1,118	129	32	8,848	15,684

Majority for } Henri Bourassa over (sur) { Louis Cousineau, 6,451.  
Majorité pour } Joseph Edouard Moranville, 7,440.



## LAC ST-JEAN

Population—1921, 35,539

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Ernest Armand Sylvestre	Joseph Sylvio Narcisse Turcotte			
Roberval.....	1	R	122	34		156	185
".....	2	R	127	56		183	215
".....	2A	R	131	33	1	165	205
".....	3	R	176	81		257	298
".....	4	R	150	63		213	247
".....	5	R	133	81	2	216	292
St-Prime.....	6	R	104	73	3	180	212
".....	7	R	60	41		101	109
".....	8	R	87	44		131	182
".....	9	R	71	53	1	125	152
St-Félicien.....	10	R	127	145		272	347
".....	11	R	107	105		212	290
".....	12	R	68	130		198	248
".....	13	R	107	46		153	185
".....	14	R	28	77		105	152
".....	15	R	38	59	1	98	119
La-Doré.....	16	R	152	96		248	290
".....	17	R	53	44		97	102
St-Méthode.....	18	R	62	106	5	173	277
".....	19	R	111	71		182	203
Normandin.....	20	R	34	64		98	119
".....	21	R	87	169		256	233
".....	22	R	100	159		259	369
".....	23	R	51	108		159	190
Girardville.....	24	R	32	51	2	85	132
Albanel.....	25	R	44	108		152	195
".....	26	R	105	126		231	291
Mistassini.....	27	R	153	93	2	248	301
St-Eugène.....	28	R	43	92		135	159
St-Jeanne-d'Arc.....	29	R	106	75		181	263
St-Augustin.....	30	R	73	35		108	131
St-Edouard-de-Péribonka.....	31	R	95	111	2	208	249
St-Monique.....	32	R	96	34		130	167
Jeanne-d'Arc.....	33	R	51	12		63	88
St-Coeur-de-Marie.....	34	R	49	52		101	127
".....	35	R	100	79	1	180	233
".....	36	R	133	60	1	194	274
L'Ascension.....	37	R	75	52		127	167
".....	38	R	46	23		69	90
Ile-Maligne.....	39	R	67	53		120	132
River Bend.....	40	R	28	52		80	147
Alma.....	41	R	142	43		185	217
St-Bruno.....	42	R	139	50		189	209
".....	43	R	66	76		142	169
".....	44	R	107	65	4	176	207
Hébertville Station.....	45	R	138	84		222	262
".....	46	R	124	79		203	217
"..... Village.....	47	R	96	79		175	212
".....	48	R	63	46		109	145
"..... Parish (Paroisse).....	49	R	52	94		146	167
".....	50	R	73	25		98	121
".....	51	R	59	60		119	147
St-Croix.....	52	R	126	42		168	182
".....	53	R	113	29	1	143	168
St-Gédéon.....	54	R	142	83	4	229	289
".....	55	R	100	45		145	178
".....	56	R	67	89		156	178
St-Jérôme.....	57	R	126	89		195	215
".....	58	R	123	87		210	253
".....	59	R	182	50	3	235	262
".....	60	R	94	97	3	194	225
Desbiens Mills.....	61	R	104	63	2	169	229
St-André.....	62	R	132	38		170	224
St-Louis-de-Chambord.....	63	R	83	58		141	177
".....	64	R	70	69		139	153
".....	65	R	106	128	3	237	255

## LAKE ST-JOHN—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Ernest Armand Sylvestre	Joseph Sylvio Narcisse Turcotte			
St-François-de-Sales.....	66	R	111	13	1	125	171
“.....	67	R	65	52	.....	117	141
Lac-Bouchette.....	68	R	119	84	1	204	271
“.....	69	R	102	89	.....	191	246
Val-Jalbert.....	70	R	138	94	.....	232	274
St-Edwidge.....	71	R	103	43	1	147	182
St-Henri-de-Taillon.....	72	R	58	107	.....	165	182
St-Thomas-Didyme.....	73	R	31	80	.....	111	157
Alma.....	74	R	92	23	1	116	147
“.....	75	R	123	65	.....	188	230
“.....	76	R	78	30	.....	108	129
“.....	77	R	104	23	.....	127	164
“.....	78	R	114	32	.....	146	170
“.....	79	R	228	63	.....	291	339
“.....	80	R	179	74	.....	253	319
“.....	81	R	70	53	.....	123	176
“.....	82	R	75	71	.....	146	216
“.....	83	R	91	43	1	135	185
Totals—Totaux.....	84	.....	8,090	5,733	46	13,869	17,227

Majority for } Joseph Ernest Armand Sylvestre, 2,357.  
Majorité pour }



## LAPRAIRIE-NAPIERVILLE

Population—1921, 20,065

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Léopold Doyon	Roch Lanctôt			
Laprairie Town (Ville).....	1	R	68	81	2	151	205
“ “ .....	1A	R	86	92	0	187	232
“ “ .....	2	R	82	158	.....	240	292
“ “ .....	3	R	78	127	.....	205	238
“ “ .....	3A	R	68	96	.....	164	223
Laprairie Parish (Paroisse)....	4	R	103	62	2	167	387
“ “ .....	4A	R	104	58	3	165	194
“ “ .....	5	R	13	129	1	143	159
“ “ .....	6	R	139	109	.....	248	303
St-Philippe.....	7	R	57	207	.....	264	303
“ “ .....	8	R	42	66	.....	108	126
“ “ .....	8A	R	83	87	.....	170	207
St-Mathieu.....	9	R	67	115	3	185	217
St-Jacques-le-Mineur.....	10	R	114	91	.....	205	260
“ “ .....	11	R	94	73	.....	167	216
St-Constant.....	12	R	70	66	3	139	179
“ “ .....	13	R	65	112	7	184	220
“ “ .....	13A	R	50	112	.....	162	195
“ “ .....	14	R	29	104	1	134	167
Delson.....	15	R	116	96	2	214	243
St-Isidore.....	16	R	134	94	.....	228	257
“ “ .....	17	R	112	95	2	209	231
St-Rémi Village.....	18	R	126	149	.....	275	332
“ “ .....	19	R	82	157	4	243	279
“ Parish (Paroisse).....	20	R	72	124	.....	196	231
“ “ .....	21	R	50	52	.....	102	112
“ “ .....	22	R	79	102	.....	181	202
St-Michel.....	23	R	90	144	.....	234	291
“ “ .....	24	R	51	128	.....	179	232
St-Edouard.....	25	R	17	140	.....	157	289
“ “ .....	26	R	54	154	1	209	259
Sherrington.....	27	R	134	139	.....	273	329
“ “ .....	28	R	45	67	3	115	164
“ “ .....	29	R	19	62	.....	81	95
Napierville Village.....	30	R	49	109	.....	158	211
“ “ .....	30A	R	44	109	1	154	213
St-Cyprien Parish (Paroisse)...	31	R	38	113	.....	151	204
“ “ .....	32	R	69	128	1	198	261
Caughnawaga.....	33	R	51	94	.....	145	140
Totals—Totaux.....	39	.....	2,844	4,201	45	7,090	8,903

Majority for }  
Majorité pour } Roch Lanctôt, 1,357.

## L'ASSOMPTION-MONTCALM.

Population—1921, 23,318.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alfred Forest.	Paul Arthur Séguin.			
<b>MONTCALM.</b>							
Ste-Julienne.....	1	R	25	130		155	480
“.....	1	R	0	121	1	131	
“.....	2	R	12	93	1	106	166
St-Esprit.....	3	R	14	167	3	184	515
“.....	3	R	16	118		134	
“.....	4	R	28	113		141	315
St-Alexis.....	5	R	24	62		86	245
“.....	6	R	30	99		129	234
“.....	7	R	13	33		46	122
St-Jacques.....	8	R	20	86	1	107	386
“.....	8	R	30	99		129	
“.....	9	R	24	46		70	324
“.....	9	R	13	107	3	123	
“.....	10	R	24	85		109	270
“.....	11	R	28	40		68	303
“.....	11	R	38	35		73	
“.....	12	R	21	52		73	138
Ste-Marie-Salomée.....	13	R	26	32	1	59	371
“.....	13	R	75	84		159	
St-Liguori.....	14	R	36	53		89	368
“.....	14	R	22	46		68	
“.....	15	R	34	51		85	201
Rawdon.....	16	R	45	104		149	275
“.....	17	R	84	95		179	296
“.....	18	R	8	42		50	100
“.....	19	R	4	38	1	43	229
Chertsey.....	20	R	35	120		155	280
“.....	21	R	4	37		41	71
St-Emile.....	22	R	13	64		77	111
St-Calixte.....	23	R	26	81		107	250
“.....	24	R	19	28		47	147
St-Donat.....	25	R	42	72		114	438
“.....	25	R	72	129		201	
Notre-Dame-de-la-Mercie.....	26	R	7	50		57	83
St-Agricole.....	27	R	24	30		54	107
<b>L'ASSOMPTION.</b>							
Laurentides, Town (Ville).....	1	R	27	79	5	111	707
“.....	1	R	26	83	2	111	
“.....	1	R	28	91		119	271
St-Lin.....	2	R	24	96		120	
“.....	2	R	15	49		64	165
“.....	3	R	17	40		57	126
“.....	4	R	8	68		76	530
St-Henri-de-Mascouche.....	5	R	28	103		131	
“.....	5	R	23	88		111	161
“.....	6	R	21	53		74	
“.....	7	R	53	69		122	261
St-Roch-l'Achigan.....	8	R	25	60		85	445
“.....	8	R	53	64		117	
“.....	9	R	13	68		81	136
“.....	10	R	20	105		125	268
St-Charles-de-Lachenaie.....	11	R	41	69		110	352
“.....	11	R	44	59		103	
St-Paul-l'Ermite.....	12	R	18	64		82	339
“.....	12	R	10	68	2	80	
Charlemagne.....	13	R	18	181	1	200	424
“.....	13	R	17	151		168	
Répentigny.....	14	R	29	70	1	100	327
“.....	14	R	7	144		151	
St-Sulpice.....	15	R	30	72	1	103	312
“.....	15	R	22	125		147	



## L'ASSOMPTION-MONTCALM.—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alfred Forest.	Paul Arthur Séguin.			
L'ASSOMPTION—Con.							
L'Epiphanie.....	16	R	54	56	1	111	230
".....	17	R	15	90		105	140
".....	18	R	38	35	2	125	
".....	18	R	44	79		123	644
".....	18	R	40	111		151	
L'Assomption.....	19	R	13	75		88	155
".....	20	R	25	136		161	222
".....	21	R	6	77		83	
".....	21	R	26	124	3	153	331
".....	22	R	24	113		137	
".....	22	R	28	131		159	406
St-Gérard-de-Majella.....	23	R	9	142		151	188
St-Joachim-de-la-Plaine.....	24	R	17	64		81	205
Totals—Totaux.....	73		1,901	6,044	29	7,974	14,175

Majority for } Paul Arthur Séguin, 4,143.  
Majorité pour }

## LAVAL-TWO MOUNTAINS.

Population—1921, 28,314.

Polling Divisions Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Liguori Lacombe.	Joseph Horace Michaud.			
St-Eustache Village.....	1	R	74	28		102	146
“.....	2	R	91	28		119	155
“.....	3	R	93	26		119	183
“.....	4	R	87	27	1	115	175
St-Eustache Parish (Paroisse)	5	R	41	32	1	74	188
“.....	6	R	42	31		73	163
“.....	7	R	90	4		94	290
“.....	8	R	21	50		71	97
St-Eustache-sur-le-Lac.....	9	R	47	50	2	99	153
St-Joseph-du-Lac.....	10	R	78	40		118	235
“.....	10A	R	44	38		82	157
“.....	11	R	44	7		51	138
Oka Parish (Paroisse).....	12	R	40	35	1	76	168
“.....	13	R	25	54		79	122
Oka Village.....	14	R	77	38		115	149
“.....	15	R	91	0		91	203
St-Placide.....	16	R	57	43	1	101	422
“.....	17	R	91	38		129	
St-Benoit Village.....	18	R	73	37	1	111	193
St-Benoit Parish (Paroisse)...	19	R	59	23	2	84	143
“.....	20	R	26	47		73	110
“.....	21	R	38	51		89	144
St-Hermas.....	22	R	77	36	1	114	154
“.....	23	R	108	45		153	221
“.....	24	R	85	12		97	135
Ste-Scholastique Village.....	25	R	205	14	1	220	252
“.....	26	R	120	25		145	213
St-Scholastique Parish (Pa- roisse).....	27	R	89	33		122	200
“.....	28	R	132	48		180	274
“.....	29	R	106	8		114	184
St-Canut.....	30	R	45	12		57	129
“.....	31	R	125	10		135	204
St-Columbin.....	32	R	37	14		51	128
Ste-Monique.....	33	R	110	42		152	242
“.....	34	R	41	30		71	169
St-Augustin.....	35	R	76	26	2	104	173
“.....	36	R	71	21		92	171
“.....	37	R	97	76	1	174	278
Ste-Rose Town (Ville).....	38	R	108	37	2	147	253
“.....	39	R	71	51		122	205
“.....	40	R	48	51		99	165
“.....	41	R	88	13	2	103	151
“.....	41A	R	78	15	4	97	152
Ste-Rose Parish (Paroisse)...	42	R	61	44		105	269
“.....	43	R	55	36	1	92	
“.....	44	R	89	20	2	111	301
St-François-de-Sales.....	45	R	122	47		169	257
“.....	46	R	82	18		100	152
St-Vincent-de-Paul.....	47	R	89	46		135	184
“.....	48	R	114	21		135	172
“.....	49	R	122	41		163	228
“.....	50	R	163	42		205	279
“.....	51	R	102	43		145	248
Pont Viau.....	52	R	141	13		154	212
“.....	53	R	143	18	1	162	231
St-Elzéar.....	54	R	79	31	1	111	191
“.....	55	R	117	26		143	212
Laval-des-Rapides.....	56	R	132	24		156	241
“.....	57	R	152	22		174	258
“.....	58	R	97	33		130	171
L'Abord-à-Plouffe.....	59	R	150	31		181	278
“.....	60	R	168	32		200	572
St-Martin.....	61	R	117	43		160	310
“.....	62	R	90	40		130	246



LAVAL-DEUX MONTAGNES.—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Liguori Lacombe.	Joseph Horace Michaud.			
Ste-Dorothée.....	63	R	82	24	.....	106	} 250
".....	64	R	91	24	.....	115	
".....	65	R	91	55	.....	146	
Laval-sur-le-Lac.....	66	R	21	28	.....	49	
Totals—Totaux.....	68	.....	5,916	2,148	27	8,091	13,398

Majority for } Liguori Lacombe, 3,768.  
Majorité pour }

## LÉVIS

Population—1921, 33,323

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	J. Etienne Dussault	Emile Fortin			
Lévis City (Cité).....	1A	U	61	113		174	232
" ".....	1B	U	48	102	2	152	196
" ".....	1C	U	37	127		164	214
" ".....	2A	U	77	137		214	278
" ".....	2B	U	100	118	2	220	286
" ".....	2C	U	89	129		218	261
" ".....	3A	U	117	105	1	223	273
" ".....	3B	U	108	96		204	244
" ".....	4A	U	101	120		221	277
" ".....	4B	U	105	158		263	325
" ".....	5A	U	67	131		198	249
" ".....	5B	U	91	103		194	257
" ".....	5C	U	99	96		195	241
" ".....	6A	U	123	90	2	215	286
" ".....	6B	U	104	97		201	270
" ".....	7A	U	89	70	1	160	220
" ".....	7B	U	52	87		139	207
" ".....	8A	U	27	67	10	104	144
" ".....	8B	U	96	56		152	200
" ".....	9A	U	61	81	2	144	200
" ".....	9B	U	61	71	2	134	168
" ".....	10A	U	91	127	1	219	315
" ".....	10B	U	94	121		215	301
Lauzon.....	11A	U	70	59	1	130	167
" ".....	11B	U	86	75		161	202
" ".....	12A	U	102	66	1	169	212
" ".....	12B	U	85	54		139	182
" ".....	13A	U	84	38		122	166
" ".....	13B	U	93	69		162	198
" ".....	14A	U	103	64		167	204
" ".....	14B	U	104	50	3	157	201
" ".....	15A	U	116	103	11	230	273
" ".....	15B	U	163	110	6	279	319
" ".....	16A	U	121	88	1	210	275
" ".....	16B	U	195	82		277	340
" ".....	17A	U	99	51		150	191
" ".....	17B	U	113	72	4	189	249
St-Joseph-de-Lévis.....	18	R	68	34		102	112
St-David.....	19A	R	51	142	2	195	218
" ".....	19B	R	63	116		179	208
St-Louis-de-Pintendre.....	20A	R	65	143	2	210	248
" ".....	20B	R	84	54		138	201
St-Télesphore.....	21	R	23	80	1	104	123
St-Romuald.....	22A	R	74	110	1	185	216
" ".....	22B	R	68	97	1	166	201
" ".....	23A	R	71	106		177	223
" ".....	23B	R	59	93		152	207
" ".....	24A	R	111	73	3	187	205
" ".....	24B	R	112	51	5	168	214
" ".....	25	R	167	71		238	281
New Liverpool.....	26	R	121	57		178	192
Chaudière Bassin.....	27	R	64	47		111	131
Breakeyville.....	28	R	137	38		175	225
" ".....	29	R	80	76	2	158	198
Charney.....	30A	R	173	117	2	292	366
" ".....	30B	R	139	46	1	186	238
" ".....	30C	R	60	27		87	125
" ".....	31A	R	82	82	6	170	206
" ".....	31B	R	82	46		128	166
St-Jean-Chrysostôme.....	32	R	120	21		141	192
" ".....	33	R	147	72	2	221	292
St-Etienne-de-Lauzon.....	34	R	47	40	1	88	113
" ".....	35	R	77	52		129	164
St-Rédempteur.....	36	R	112	87		199	253



LÉVIS—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	J. Etienne Dussault	Emile Fortin			
St-Nicholas.....	37	R	89	54	1	144	176
“.....	38	R	159	29		188	230
“ South (Sud).....	39A	R	94	52	2	148	165
“.....	39B	R	72	45	1	118	126
St-Lambert.....	40	R	161	55	4	220	344
“.....	41	R	71	31		102	191
St-Henri Village.....	42	R	128	49		177	236
“ Parish (Paroisse).....	43	R	47	45		92	122
“.....	44	R	142	40	1	183	260
Rivière-Boyer.....	45	R	193	31		224	290
Lévis, Advance (Provisoire)...	1	U	31	23		54	
Charny, Advance (Provisoire)...	2	R	51	23		74	
Totals—Totaux.....	76	.....	7,127	5,838	88	13,053	16,481

Majority for } J. Etienne Dussault, 1,289.  
Majorité pour }

## L'ISLET

Population—1921, 17,859

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	J. Fernand Fafard	Joseph Adhémar Gagnon			
Bonsecours.....	1A	R	102	67	2	171	227
“.....	1B	R	92	47		139	183
L'Islet.....	1	R	138	32		170	223
“.....	2	R	64	54		118	161
“.....	3A	R	169	47		216	245
“.....	3B	R	113	37	1	151	172
St-Eugène.....	1A	R	73	74	3	150	181
“.....	1B	R	64	73		137	184
“.....	2	R	154	51		205	234
St-Cyrille.....	1	R	153	69	3	225	270
“.....	2A	R	98	67	1	166	208
“.....	2B	R	65	50		115	140
“.....	3	R	34	29		63	71
St-Marcel.....	1	R	114	71		185	234
St-Adalbert.....	1	R	122	74		196	255
St-Pamphile.....	1A	R	88	103	3	194	250
“.....	1B	R	88	69		157	210
“.....	2	R	123	102	1	226	281
“.....	3	R	83	94	1	178	188
Ste-Perpétue.....	1	R	97	51		148	223
“.....	1A	R	93	61	1	155	214
“.....	2A	R	100	33	1	134	162
“.....	2B	R	82	46		128	165
“.....	3	R	106	22		128	156
Tourville.....	1	R	123	132		255	292
St-Damase.....	1	R	37	71	3	111	162
“.....	2	R	71	75		146	169
St-Aubert.....	1	R	130	101		231	272
“.....	2	R	59	177		236	272
St-Jean-Port-Joli.....	1A	R	35	85	3	123	151
“.....	1B	R	47	93	1	141	168
“.....	2	R	80	136	1	217	268
“.....	3	R	71	112	4	187	239
“.....	4	R	46	91	2	139	165
St-Roch-des-Aulnaies.....	1A	R	102	48	2	152	210
“.....	1B	R	97	70		167	208
“.....	2	R	79	57		136	167
Ste-Louise.....	1	R	73	15	2	90	140
“.....	2	R	118	63	1	182	250
“.....	3	R	36	46		82	111
Totals—Totaux.....	40	.....	3,619	2,795	36	6,450	8,081

Majority for } J. Fernand Fafard, 824.  
Majorité pour }



## LOTBINIÈRE.

Population—1921, 21,837.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Uldéric Paris.	Joseph Achille Verville.			
Ste-Croix Village.....	1	R	53	94		147	205
“ “.....	2	R	29	84	1	114	147
Ste-Croix Parish (Paroisse)....	3	R	28	53		81	118
“ “.....	4	R	40	109	1	150	179
“ “.....	5	R	28	86	1	115	200
Lotbinière Parish (Paroisse)....	6	R	168	58		226	299
“ “.....	7	R	132	53		185	208
Lotbinière Village.....	8	R	157	58	2	217	291
Leclercville.....	9	R	61	78		139	142
“ “.....	9A	R	64	84		148	172
Ste-Émilie.....	10	R	158	68	1	227	279
Deschaillons Village.....	11	R	122	82	1	205	225
“ “.....	11A	R	91	55		146	203
Deschaillons Parish (Paroisse)...	12	R	115	103		218	269
“ “.....	13	R	52	49		101	116
St-Jacques de Parisville.....	14	R	51	95	1	147	158
“ “.....	14A	R	83	59		142	169
Fortierville.....	15	R	83	96		179	214
Ste-Philomène-de-Fortierville..	16	R	102	37		139	149
“ “.....	17	R	44	120	2	166	189
Ste-Françoise-Romaine.....	18	R	30	43		73	87
Villeroi.....	19	R	58	122	1	181	226
St-Edouard.....	20	R	68	72		140	159
“ “.....	21	R	100	67		167	201
“ “.....	22	R	35	109	1	145	165
“ “.....	23	R	56	75		131	153
St-Flavien Village.....	24	R	5	186		191	219
St-Flavien Parish (Paroisse)....	25	R	1	134		135	155
“ “.....	26	R	9	233		242	289
St-Octave-de-Dosquet.....	27	R	65	121		186	262
Ste-Agathe Village.....	28	R	22	80		102	154
Ste-Agathe Parish (Paroisse)....	29	R	17	11		28	71
“ “.....	30	R	21	109		130	198
St-Sylvestre Village.....	31	R	24	58		82	125
St-Sylvestre Parish (Paroisse)...	32	R	67	100		167	218
“ “.....	33	R	60	69		129	216
St-Narcisse.....	34	R	55	66		121	209
“ “.....	34A	R	54	83		137	140
St-Giles.....	35	R	92	51	1	144	164
“ “.....	35A	R	104	34	1	139	170
St-Patrice.....	36	R	46	17		63	83
“ “.....	37	R	152	81		233	278
St-Agapitville.....	38	R	62	87		149	182
“ “.....	39	R	82	176		258	287
Franceœur.....	40	R	100	110	1	211	270
St-Apollinaire.....	41	R	68	88	1	157	225
“ “.....	42	R	55	120		175	231
Notre-Dame-d'Issoudun.....	43	R	42	206		248	287
St-Antoine-de-Tilly.....	44	R	44	96		140	170
“ “.....	44A	R	32	89		121	180
“ “.....	45	R	36	76	1	113	158
Rivière-Henri.....	46	R	12	117		129	158
Val-Alain.....	47	R	10	43		53	105
Totals—Totaux.....	53		3,345	4,650	17	8,012	10,127

Majority for } Joseph Achille Verville, 1,365.  
Majorité pour }

## MATANE.

Population—1921, 36,303.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Nazaire Bégin.	Georges Léonidas Dionne.			
Capucins.....	1	R	21	104	1	126	141
Petit-Méchins.....	2	R	30	69		99	144
Grand-Méchins.....	3	R	55	65		120	185
Dalibaire.....	4	R	18	48		66	70
Ruisseau-a-Sem.....	5	R	37	32		69	104
Cap-à-la-Baleine.....	6	R	50	72		122	152
Ste-Félicité.....	7	R	41	45		86	149
".....	8	R	38	58		96	159
St-Denis.....	9	R	13	58		71	106
Ste-Félicité.....	10	R	16	59		75	120
St-Luc.....	11	R	74	51		125	204
".....	12	R	81	46		127	174
Petite-Matane.....	13	R	15	99	4	118	154
Poncheville.....	14	R	19	42		61	86
Matane Parish (Paroisse).....	15	R	12	55	1	68	104
".....	16	R	31	82		113	174
".....	17	R	28	38		66	100
".....	18	R	14	54	1	69	92
Matane Village.....	19	R	17	76		93	121
".....	20	R	40	110		150	188
".....	21	R	62	73		135	183
".....	22	R	82	49		131	210
".....	23	R	95	140		235	346
".....	24	R	60	110		170	289
".....	25	R	45	128		173	265
Dufaultville.....	26	R	15	9		24	42
St-Léandre.....	27	R	75	87		162	200
St-Ulric Parish (Paroisse).....	28	R	56	58		114	148
".....	29	R	17	117		134	190
St-Ulric Village.....	30	R	42	75		117	184
".....	31	R	26	45		71	110
".....	32	R	21	71	1	93	126
Baie-des-Sables.....	33	R	50	62		112	142
".....	34	R	47	145		192	277
".....	35	R	36	106	2	144	176
".....	36	R	18	106	1	125	157
Métis Beach.....	37	R	89	24		113	158
Petit-Métis.....	38	R	64	73	1	138	173
St-Octave.....	39	R	90	46		136	192
".....	40	R	58	60	2	120	152
Grand-Métis.....	41	R	58	46		104	158
Price.....	42	R	51	49		100	176
".....	43	R	36	58		94	166
".....	44	R	47	125		172	281
".....	45	R	64	118		182	304
Padoue.....	46	R	42	81	5	128	165
".....	47	R	48	31		79	148
Ste-Jeanne-d'Arc.....	48	R	22	51	1	74	88
".....	49	R	13	61		74	106
St-Damase.....	50	R	31	56		87	123
".....	51	R	35	86		121	175
".....	52	R	42	35	1	78	126
St-Moise-Village.....	53	R	62	89	4	155	197
".....	54	R	42	85	1	128	143
St-Moise Parish (Paroisse).....	55	R	57	58		115	184
".....	56	R	37	55		92	145
Sayabec Parish (Paroisse).....	57	R	12	41		53	60
".....	58	R	47	61		108	179
".....	59	R	23	37		60	82
Sayabec Village.....	60	R	51	121		172	214
".....	61	R	43	96		139	176
".....	62	R	47	82	1	130	173
".....	63	R	39	65		104	134
".....	64	R	66	100		166	223



MATANE.—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Nazaire Bégin.	Georges Léonidas Dionne.			
Val-Brillant.....	65	R	29	49	4	82	264
“.....	66	R	24	52	.....	76	183
St-Pierre-du-Lac.....	67	R	29	43	.....	72	226
“.....	68	R	16	42	.....	58	155
St-Vianney.....	69	R	27	132	2	161	306
St-Paula.....	70	R	12	40	4	56	66
St-Cléophas.....	71	R	52	64	.....	116	158
Blais.....	72	R	29	70	3	102	165
Lac-Pit.....	73	R	13	33	1	47	83
Amqui Village.....	74	R	33	126	.....	159	198
“.....	75	R	19	111	2	132	175
“.....	76	R	5	139	.....	144	168
Amqui Parish (Paroisse).....	77	R	51	90	1	142	231
“.....	78	R	10	78	.....	88	118
“.....	79	R	19	168	.....	187	226
St-Zénon.....	80	R	4	135	.....	139	167
St-Léon.....	81	R	16	146	1	163	249
“.....	82	R	28	85	1	114	164
“.....	83A	R	16	75	3	94	138
St-Edmond.....	83	R	14	46	.....	60	80
“.....	84	R	31	90	.....	121	187
Lac-au-Saumon.....	85	R	70	131	4	214	279
“.....	86	R	60	98	.....	158	204
“.....	87	R	95	118	4	217	248
Albertville.....	88	R	53	92	.....	145	227
Ste-Marguerite-Marie.....	89	R	5	79	1	85	125
Causapsal.....	90	R	25	69	.....	94	143
“.....	91	R	48	61	3	112	168
“.....	92	R	19	174	.....	193	285
“.....	93	R	28	64	.....	92	153
“.....	94	R	31	107	.....	138	189
St-Florence.....	95	R	46	80	.....	126	139
“.....	96	R	48	79	1	128	185
Matane Advance (Provisoire).....		R	0	1	.....	1	
Totals—Totaux.....	98	.....	3,727	8,880	62	12,669	16,425

Majority for }  
Majorité pour } Georges Léonidas Dionne, 5,153.

## MEGANTIC

Population—1921, 33,633

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Camille Roberge	Eusèbe Roberge			
Thetford Mines.....	1A	U	48	149	4	201	275
“.....	1B	U	49	143		192	250
“.....	2A	U	39	158		197	253
“.....	2B	U	32	170	3	205	269
“.....	3A	U	50	181	5	236	292
“.....	3B	U	50	206	2	258	328
“.....	4	U	55	145		200	216
“.....	5A	U	44	124		168	211
“.....	5B	U	29	94	2	125	155
“.....	6	U	53	127	1	181	253
“.....	7	U	44	154	1	199	230
“.....	8A	U	44	86		130	198
“.....	8B	U	32	131		163	208
“.....	9A	U	48	106		154	220
“.....	9B	U	55	86		141	163
Black Lake.....	10	R	18	42	1	61	65
“.....	11	R	48	149	3	198	235
“.....	12A	R	46	110	4	160	189
“.....	12B	R	31	103		134	137
“.....	13	R	39	118		157	218
Sacré-Cœur-de-Marie.....	14	R	27	97	5	129	248
“.....	15	R	37	70		107	152
St-Antoine-de-Pontbriand.....	16A	R	44	60		104	162
“.....	16B	R	14	62		76	130
Amiante.....	17	R	43	95		138	149
St-Pierre-Baptiste.....	18	R	62	85		147	223
“.....	19	R	26	49		75	140
Halifax North (Nord).....	20	R	83	142		225	213
“.....	21	R	54	73	1	128	202
Notre-Dame-de-Lourdes.....	22A	R	15	120	1	136	158
“.....	22B	R	32	88		120	132
Somerset North (Nord).....	23	R	44	114	1	159	190
“.....	24	R	34	99	3	136	163
Laurierville.....	25	R	59	108	4	171	202
Nelson.....	26	R	18	45		63	154
Plessisville.....	27A	R	65	212	3	280	408
“.....	27B	R	26	112		138	191
“.....	28	R	44	132		176	265
“.....	29	R	84	116		200	321
Somerset South (Sud).....	30	R	41	141		182	233
“.....	31	R	56	100	2	158	208
Leeds.....	32	R	132	29		161	272
“.....	33A	R	50	53		103	199
“.....	33B	R	45	36	1	82	185
“.....	34	R	41	40	1	82	132
Least.....	A-L	R	35	112		147	237
“.....	M-Z	R	45	48		93	134
Inverness Village.....	36	R	44	24		68	103
“.....	37	R	58	19	1	78	154
“.....	38	R	61	63		124	214
“.....	39	R	92	33	2	127	288
Lyster Station.....	40	R	63	73	3	139	227
Ste-Anastasia.....	41	R	39	59		98	235
“.....	42A	R	46	67		113	210
“.....	42B	R	11	35		46	75
“.....	43	R	19	41		60	111
Bernierville.....	44A	R	57	81		138	187
“.....	44B	R	17	50	1	68	103
“.....	45	R	33	45		78	142
“.....	46	R	46	71	1	118	170
“.....	47	R	34	104	1	139	189
North Ireland.....	48	R	72	78	1	151	250
“.....	49	R	21	82		103	164
“.....	50	R	68	23	1	92	157



## MÉGANTIC—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Camille Roberge	Eusèbe Roberge			
Robertsonville.....	51A	R	58	68	.....	126	153
".....	51B	R	48	50	.....	98	126
South Ireland.....	52	R	55	99	2	156	247
".....	53	R	77	48	.....	125	205
" Vimy Ridge.....	54	R	16	17	.....	33	34
Coleraine.....	55	R	52	76	.....	128	186
" Crabtree.....	56	R	16	65	2	83	132
Thetford South (Sud).....	57	R	30	92	5	127	187
Totals—Totaux.....	72	.....	3,243	6,483	68	9,794	14,017

Majority for } Eusèbe Roberge, 3,240.  
Majorité pour }

## MONTMAGNY

Population—1921, 21,997

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Armand Lavergne	Léo Kemner Laflamme			
Montmagny.....	1	R	143	100		243	350
".....	1A	R	95	98	2	195	242
".....	2	R	92	65	1	158	184
".....	2A	R	66	94		160	185
".....	3	R	72	45	2	119	127
".....	3A	R	107	48		155	205
".....	4	R	70	77	1	148	178
".....	4A	R	82	73	7	162	202
".....	5	R	60	45		105	128
Cap-St-Ignace.....	1	R	95	66		161	189
".....	1A	R	60	60		120	346
".....	2	R	75	132		207	300
".....	3	R	114	78	3	195	228
".....	4	R	123	22	1	146	170
".....	4A	R	76	35	1	112	152
".....	5	R	79	47		126	313
".....	5A	R	69	43		112	143
Grosse-Ile.....	1	R	10	21		31	40
St-Pierre.....	1	R	72	81	0	159	200
".....	1A	R	68	98		166	212
".....	2	R	102	55		157	187
St-François.....	1	R	45	108		153	177
".....	1A	R	46	133	2	181	203
".....	2	R	31	127		158	199
".....	2A	R	30	93		123	156
Berthier.....	1	R	83	82		165	206
".....	2	R	64	161	5	230	316
St-Thomas.....	1	R	88	68		156	197
".....	1A	R	81	81	1	163	190
".....	2	R	100	63	1	164	194
".....	2A	R	102	85		187	204
".....	3	R	83	73		156	191
".....	3A	R	98	82		180	421
".....	4	R	18	79	1	98	128
Ile-aux-Grues.....	1	R	60	80		140	173
".....	1A	R	22	5		27	26
Notre-Dame-du-Rosaire.....	1	R	144	120	7	271	297
Ste-Euphémie.....	1	R	91	142		233	273
St-Paul.....	1	R	72	111	2	185	211
".....	1A	R	61	106	2	169	186
".....	2	R	68	126	4	198	220
Ste-Appoline.....	1	R	107	49		156	189
".....	1A	R	61	48	2	111	139
St-Juste.....	1	R	42	57	5	104	147
".....	2	R	50	136		186	259
St-Fabien-de-Panet.....	1	R	56	113	1	170	243
".....	2	R	19	66		85	99
Ste-Lucie.....	1	R	52	68		120	129
Lac Frontier.....	1	R	78	64		142	158
".....	1A	R	64	76	3	143	163
Totals—Totaux.....	50		3,646	3,985	60	7,691	9,975

Majority for } Léo Kemner Laflamme, 339.  
Majorité pour }





**NICOLET.**—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Bourgeois.	Joseph Félix Descoteaux			
St-Joseph de Blandford.....	59	R	44	180	1	225	265
Précieux-Sang.....	60	R	23	168		191	247
St-Léonard-d'Acton.....A-K	61	R	41	116		157	179
“.....L-Z	61	R	24	88	4	116	127
St-Raphaël.....	62	R	52	143	1	196	226
Manseau.....	63	R	41	166	2	209	211
Totals—Totaux.....	71		3,782	6,597	60	10,439	13,220

Majority for  
Majorité pour } Joseph Félix Descoteaux, 2,815.



## PONTIAC

Population—1921, 45,682

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Frank S. Cahill	Lucien Alfred Ladouceur			
Aldfield.....	1	R	128	18		146	217
".....	1A	R	88	0		88	141
Onslow North (Nord).....	2	R	81	56		137	174
".....	3	R	77	2		79	98
Quyon.....	A-K 4	R	73	64	2	139	196
".....	L-Z 4A	R	99	45	3	147	389
Onslow South (Sud).....	5	R	36	42		78	174
".....	6	R	49	158		207	264
Bristol.....	7	R	55	132		187	271
".....	8	R	56	62		118	160
".....	9	R	86	37		123	136
".....	10	R	76	70		146	238
".....	11	R	15	81		96	119
Clarendon.....	A-K 11A	R	5	65		70	163
".....	L-Z 11A	R	21	62	2	85	192
".....	12	R	16	156	1	173	319
".....	12A	R	10	138		148	213
".....	13	R	18	127		145	231
".....	14	R	8	62	1	71	86
"..... North (Nord).....	14	R	9	74	1	84	133
Shawville.....	15	R	26	171		197	253
".....	16	R	25	162	2	189	285
Portage-du-Fort.....	17	R	36	110	1	147	192
Bryson.....	18	R	53	18		71	127
Campbell's Bay.....	A-Mc 19	R	134	134		268	333
".....	N-Z 19A	R	51	61		112	140
Calumet Island.....	20	R	104	50		154	294
".....	21	R	70	41		111	142
".....	22	R	40	25		65	87
".....	23	R	30	18	1	49	60
Litchfield.....	24	R	25	23		48	49
".....	25	R	4	34		38	61
".....	26	R	178	7	2	187	272
".....	27	R	92	16		108	177
".....	28	R	42	54		96	154
Fort Coulonge.....	38A	R	83	57	1	141	215
".....	38	R	151	80		231	296
Leslie, part Litchfield.....	31	R	147	87	5	239	262
".....	31A	R	65	16		81	109
Huddersfield, part Clapham.....	32	R	14	35	1	50	58
Thorne.....	32	R	42	75		117	252
".....	33	R	9	73		82	145
Mansfield.....	39	R	84	24		108	168
".....	39A	R	68	18	2	88	161
"..... and Pontefract.....	40	R	128	53	3	184	269
Waltham and Bryson.....	41	R	70	74		144	219
Chapeau.....	42	R	103	31		134	187
Allumette Island.....	43	R	84	32	1	117	166
".....	44	R	114	8		122	164
".....	44A	R	78	16		94	143
".....	45	R	60	10		70	135
".....	45A	R	98	8		106	197
Chichester, South part (Partie Sud).....	46	R	104	29		133	241
Chichester, North part (Partie Nord).....	46A	R	63	23	1	92	128
Sheen and Esher.....	47	R	85	37	2	124	203
Malakoff.....	48	R	64	11		75	104
Alleyn and Cawood.....	38	R	23	75		98	184
Dorion.....	49	R	102	18	1	121	150
Church.....	50	R	25	2	1	28	38
TEMISKAMINGUE							
Ville-Marie.....	46	R	162	27	6	195	249
".....	47	R	112	16		128	164

## PONTIAC—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Frank S. Cahill	Lucien Alfred Ladouceur	Bulletins rejetés	Vote total	Electeurs sur la liste
TEMISKAMINGUE—Con.							
Duhamel West (Ouest).....	48	R	118	37	.....	155	237
Guérin.....	49	R	136	23	.....	159	292
Latulippe.....	50	R	72	13	.....	85	135
Nedelec, South part (Partie Sud).....	51	R	131	34	.....	165	217
Nedelec North part (Partie, Nord).....	52	R	172	15	1	188	222
Notre-Dame de Lourdes.....	53	R	173	43	.....	216	292
Notre-Dame de Lorrainville...	54	R	151	30	.....	181	257
Notre-Dame des Quinze.....	55	R	82	43	.....	125	156
Fugueville.....	56	R	102	41	.....	143	343
Guigues.....	57	R	110	38	1	149	348
".....	57A	R	108	41	.....	149	181
".....	58	R	73	15	.....	88	105
".....	59	R	70	6	.....	76	94
Fâbre.....	60	R	96	47	3	146	228
".....	60A	R	80	30	.....	110	166
St-Eugène de Guigues.....	61	R	122	38	.....	160	263
St-Isidore de la Laverlochère..	62	R	80	18	.....	98	154
".....	63	R	112	21	.....	133	184
Bearn, St-Placide.....	64	R	135	56	.....	191	291
Angliers.....	65	R	96	26	2	124	194
Rouyn No. 1.....	66	R	100	41	2	143	353
" No. 1 A.....	66	R	76	34	.....	110	255
" No. 2.....	67	R	65	34	.....	99	220
" No. 2A.....	67	R	63	36	2	101	249
" No. 3.....	68	R	52	49	.....	101	141
" No. 3A.....	68	R	11	14	.....	25	241
" Camp No. 4.....	69	R	30	14	.....	44	298
" Duprat bridge No. 5.....	70	R	17	11	1	29	189
" Duprat bridge No. 5A.....	70	R	30	12	.....	42	165
" Landing.....	71	R	50	13	1	64	74
" No. 7.....	72	R	17	17	4	38	173
" No. 7A.....	72	R	8	12	.....	20	149
Kippewa.....	1B	R	27	6	.....	33	74
Hunter Point.....	2B	R	18	20	.....	38	87
Témiskamingue.....	4B	R	102	78	5	185	266
".....	5B	R	70	72	4	146	228
".....	6B	R	97	54	.....	151	236
".....	7B	R	76	64	1	141	217
".....	8B	R	49	43	2	94	155
ABITIBI							
La Reine.....	1	R	130	100	.....	230	301
".....	2	R	113	43	.....	156	212
" Ste-Jeanne d'Arc.....	3	R	67	58	.....	125	155
" St-Côme.....	3A	R	54	36	.....	90	110
" Dupuy.....	4	R	101	71	.....	172	260
".....	5	R	86	27	.....	113	172
La Sarre.....	6	R	120	28	3	151	278
".....	7	R	176	30	13	219	321
".....	8	R	142	40	2	184	286
".....	9	R	64	17	.....	81	134
".....	9A	R	56	3	.....	59	140
" Palmorale.....	10	R	83	47	1	131	262
Royal Roussillon Makamik....	11	R	51	21	.....	72	315
".....	12	R	89	36	.....	125	378
Makamik Village.....	13	R	122	40	3	165	228
".....	14	R	161	35	1	197	298
Ste-Rose Poularies.....	15	R	108	27	.....	135	288
Authier.....	16	R	128	19	.....	147	269



## PONTIAC—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Frank S. Cahill	Lucien Alfred Ladouceur			
ABITIBI—Con.							
Taschereau.....	17	R	133	45	1	179	267
".....	17	R	122	29		151	239
Launay.....	18	R	56	7		63	135
Villemontel.....	19	R	100	52		152	263
".....	20	R	38	28		66	118
Pressiac, Amos.....	22	R	41	36		77	125
".....	22A	R	76	26	2	104	163
Varsan, Amos.....	23	R	134	42		176	250
Amos.....	24	R	125	55	3	183	289
Figuery.....	24A	R	109	55	1	165	201
Amos Village.....	25	R	99	76	5	180	249
".....	26	R	115	62		177	238
Harricana River.....	27	R	53	12		65	117
La Motte.....	28	R	46	50	2	98	189
".....	29	R	95	18		113	167
Landrienne.....	30	R	94	65		159	224
Barante.....	31	R	153	53	5	211	349
Lamonrandière.....	31A	R	36	9		45	50
Belcourt.....	33	R	102	39	5	146	273
Sannetterre.....	34	R	102	29	1	132	176
".....	34A	R	86	32		118	194
Doucet and Monet.....	35	R	56	1		57	130
Doskelanes.....	37	R	61	39	2	102	202
Lac Makimik.....	12	R	31	14		45	162
Lac Lois.....	17	R	21	15		36	121
Totals—Totaux.....	143		11,166	6,121	119	17,406	28,583

Majority for }  
Majorité pour } Frank S. Cahill, 5,045.

Population—1921, 34,452.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michel Siméon Délisle.	Herment (alias Armand) Marcotte.			
St-Raymond Parish (Paroisse).	1	R	82	95	4	181	265
“ “	2	R	45	156		201	247
“ “	3	R	28	97		125	168
“ “	3A	R	28	89		117	171
“ “	4	R	16	79		95	151
St-Raymond Village.....	5	R	71	121		192	290
“ “	6	R	83	132		215	298
“ “	7	R	83	101	1	185	261
Canton Bois.....	8	R	114	88	2	204	315
St-Léonard-de-Port-Maurice....	9	R	50	43		93	167
“ “	9A	R	35	82	1	118	198
St-Gilbert.....	10	R	71	86		157	195
St-Casimir Village.....	11	R	99	50		149	156
“ “	11A	R	54	29	1	84	144
“ “	12	R	97	131	1	229	278
St-Casimir Parish (Paroisse)...	13	R	68	59		127	206
“ “	14	R	71	30		101	152
St-Casimir East (Est).....	15	R	55	28		83	195
“ “	15A	R	57	54		111	167
Ste-Christine.....	16	R	66	74		140	210
Grondines Village.....	17	R	94	97	3	194	240
Grondines Parish (Paroisse)....	18	R	30	32		62	84
“ “	19	R	17	45	1	63	76
“ “	20	R	48	59		107	126
St-Thuribe.....	21	R	54	100		154	204
“ “	21A	R	47	36	5	88	119
St-Alban Parish (Paroisse).....	22	R	72	14		86	133
“ “	23	R	42	49		91	149
“ “	24	R	46	63		109	133
St-Alban Village.....	25	R	76	30	1	107	149
“ “	25A	R	61	28		89	118
Pont Rouge Village.....	26	R	141	40		181	226
“ “	26A	R	115	23		138	179
“ “	27	R	171	46		217	269
Pont Rouge, Ste-Jeanne de Neu- ville.....	28	R	94	71		165	198
“ “	29	R	173	13	1	187	228
St-Rémi.....	30	R	103	53		156	189
“ “	30A	R	72	47	1	120	165
“ “	31	R	85	28	4	117	185
St-Ubald Parish (Paroisse)....	32	R	69	69		138	177
“ “	33	R	63	77		140	206
St-Ubald Village.....	34	R	65	76		141	190
Cap Santé.....	35	R	90	26		116	176
“ “	35A	R	83	24		107	162
“ “	36	R	81	55		136	191
St-Bazile.....	37	R	43	170	9	222	293
“ “	37A	R	19	170		189	214
“ “	38	R	67	70		137	161
“ “	39	R	19	196		215	289
“ “	40	R	18	87		105	159
Deschambault.....	41	R	103	46	12	161	231
“ “	41A	R	115	47		162	227
“ “	42	R	160	65		225	288
Ste-Catherine.....	43	R	119	18	1	138	222
“ “	43A	R	22	15		37	101
“ “	44	R	29	35		64	157
Notre-Dame-des-Anges.....	45	R	92	60		152	239
“ “	46	R	48	10		58	84
“ “	47	R	40	24		64	94
Portneuf Village.....	48	R	162	32	5	199	242
“ “	48A	R	166	23	3	192	244
Portneuf Parish (Paroisse)....	49	R	86	72		158	212
“ “	49A	R	127	88	1	216	256



## PORTNEUF.—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michel Siméon Délisle.	Herment (alias Armand) Marcotte.			
St-Marc-des-Carrières.....	50	R	26	22	.....	48	61
“.....	51	R	115	99	.....	214	248
“.....	52	R	114	69	.....	183	231
“.....	53	R	105	117	.....	222	261
LaTuque.....	54	U	61	70	.....	131	188
“.....	54A	U	70	52	4	126	180
“.....	55	U	121	75	2	198	292
“.....	56	U	113	65	1	179	261
“.....	57	U	111	60	.....	171	242
“.....	58	U	57	60	1	118	178
“.....	58A	U	59	63	.....	122	192
“.....	59	U	76	86	.....	162	250
“.....	60	U	117	84	.....	201	310
“.....	60A	U	79	66	.....	145	216
“.....	61	U	19	24	.....	43	143
Lac-à-Beauce.....	62	R	20	23	.....	43	65
Lac-Chat.....	63	R	21	18	.....	39	84
La-Croche.....	64	R	61	16	1	78	134
La-Rivière-au-Rat.....	65	R	4	27	.....	31	47
Fitzpatrick.....	66	R	28	15	.....	43	95
Flammand.....	67	R	15	6	.....	21	44
Windigo.....	68	R	44	6	.....	50	121
Vandry.....	69	R	17	1	.....	18	35
Saumaur.....	70	R	19	6	1	26	48
Montauban-les-Mines.....	71	R	68	52	.....	120	181
“.....	71A	R	68	37	.....	105	148
Totals—Totaux.....	80	.....	6,308	5,272	67	11,647	16,445

Majority for  
Majorité pour } Michel Siméon Délisle, 1,036.

## QUEBEC-MONTMORENCY.

Population—1921, 31,000.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Napoleon Dorion.	Henri Edgar Lavigueur.			
Ange-Gardien.....	1	R	103	103	2	208	252
“.....	2	R	99	127	1	227	298
Ancienne-Lorette.....	1	R	80	129		209	
“.....	1A	R	96	75	3	174	453
“.....	2	R	127	105		232	
“.....	2A	R	104	78		182	428
“.....	3	R	22	140	1	163	
“.....	3A	R	28	154	1	183	501
Beauport Town (Ville).....	1	R	76	92		168	
“.....	1A	R	80	114	3	197	504
“.....	2	R	70	63		133	
“.....	2A	R	85	81	2	168	383
“.....	3	R	69	81	1	151	
“.....	3A	R	66	102	1	169	436
Beauport Parish (Paroisse).....	1	R	56	74	5	135	258
“.....	2	R	20	51	2	73	215
Beauport East (Est).....	1	R	61	123		184	222
Boischatel.....	1	R	75	71	3	149	
“.....	2	R	76	74		150	335
Courville.....	1	R	97	112		209	298
“.....	2	R	141	109	3	426	
“.....	2A	R	71	84		426	426
Charlesbourg Village.....	1	R	56	97	3	156	
“.....	1A	R	50	80		130	379
Charlesbourg Parish (Paroisse).....	2	R	58	51		109	
“.....	2A	R	79	51		130	328
Charlesbourg—							
St. Joseph Parish (Paroisse).....	1	R	64	155		219	273
St. Pierre Parish (Paroisse).....	2	R	72	71	1	144	217
Charlesbourg East (Est).....	1	R	76	33		109	141
Giffard.....	1	R	74	98		172	
“.....	1A	R	82	64		146	371
“.....	2	R	41	97	3	141	
“.....	2A	R	53	118		171	418
Laval.....	1	R	69	110	5	184	214
St-Ambroise, St-Emile.....	1	R	203	78	1	282	329
St-Ambroise, St-Claude.....	1	R	85	147		232	331
St-Ambroise, L'Orme.....	1	R	74	70	2	146	
“.....	2	R	100	77		177	381
Loretteville.....	1	R	67	80	2	149	
“.....	1A	R	95	74		169	412
“.....	2	R	67	61		128	
“.....	2A	R	63	64		127	330
“.....	3	R	106	67		173	
“.....	3A	R	113	72		185	551
Lac Beauport.....	1	R	44	64	5	113	111
St-Gérard.....	1	R	67	89		156	365
“.....	1A	R	46	67		113	
Notre-Dame-des-Laurentides.....	1	R	74	122	2	198	300
Notre-Dame-des-Laurentides, (Lac St-Charles).....	2	R	123	76		199	212
St-Petronille I. O.....	1	R	83	93		176	211
St-Francois I. O.....	1	R	58	78		136	202
St-Famille I. O.....	1	R	45	98		143	300
“.....	2	R	51	79	1	131	
St-Pierre I. O.....	1	R	141	77	1	219	259
St-Jean.....	1	R	60	128		188	391
“.....	2	R	30	58		88	
St-Laurent.....	1	R	79	49		128	
“.....	2	R	56	87	1	144	354
St-Gabriel, Valcartier East (Est).....	1	R	59	53		112	149
St-Gabriel, Valcartier West (Ouest).....	1	R	54	62	2	118	153
Stoneham.....	1	R	74	119	4	197	268



QUÉBEC-MONTMORENCY.—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Napoléon Dorion.	Henri Edgar Lavigneux.			
Tewkesbury.....	1	R	15	79		94	136
St-Gregoire.....	1	R	146	167	2	315	606
".....	1A	R	92	112	2	206	
".....	2	R	82	108		190	404
".....	2A	R	56	79	8	143	
".....	3	R	106	185		291	657
".....	3A	R	129	152		281	
St-Michel-Archange.....	1	R	25	67		92	135
Lac Edouard.....	1	R	23	128	1	152	209
Totals—Totaux.....	70		5,267	6,433	74	11,774	15,106

Majority for  
Majorité pour } Henri Edgar Lavigneux, 1,166.





## QUEBEC EST—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Ernest Lapointe	Pierre Audet			
QUEBEC CITY (CITÉ)—Con.							
St-Roch Ward (Quartier).....	33	U	85	51		136	174
" ".....	33A	U	97	55	1	153	199
" ".....	34	U	95	70	1	166	196
" ".....	34A	U	97	52	2	151	283
" ".....	35	U	85	95	2	182	225
" ".....	35A	U	64	55		119	144
" ".....	36	U	58	64		122	160
" ".....	36A	U	69	65	2	136	180
" ".....	37	U	91	54	1	146	174
" ".....	37A	U	94	61	1	156	191
Limoilou Ward (Quartier).....	38	U	69	56		125	159
" ".....	38A	U	65	53		118	156
" ".....	39	U	89	42	5	136	171
" ".....	39A	U	91	65		156	197
" ".....	40	U	62	70		132	189
" ".....	40A	U	88	50	2	140	178
" ".....	41	U	87	59		146	182
" ".....	41A	U	70	42		112	166
" ".....	42	U	130	70		200	239
" ".....	42A	U	109	69		178	245
" ".....	43	U	81	58	2	141	179
" ".....	43A	U	81	55		136	188
" ".....	44	U	49	73		122	150
" ".....	44A	U	33	73		106	138
" ".....	45	U	92	44	3	139	178
" ".....	45A	U	87	61		148	182
" ".....	46	U	102	70	4	176	225
" ".....	46A	U	83	74		157	198
" ".....	47	U	80	77	1	158	208
" ".....	47A	U	107	79	5	191	239
" ".....	48	U	85	76		161	212
" ".....	48A	U	99	85		184	220
" ".....	49	U	99	59	1	159	210
" ".....	49A	U	96	60	1	157	207
" ".....	50	U	116	63	3	182	217
" ".....	50A	U	111	42	2	155	183
Stadacona.....	51	U	123	67		190	248
" ".....	51A	U	112	68	1	181	215
" ".....	52	U	74	52		126	155
" ".....	52A	U	69	37	6	112	133
" ".....	53	U	71	51	2	124	151
" ".....	53A	U	64	68		132	151
" ".....	54	U	79	89	1	169	200
" ".....	54A	U	76	74		150	184
Quebec East (Est) Advance (Provisoire).....		U	64	36		100	
Totals—Totaux.....	108		9,370	6,438	93	15,901	20,038

Majority for } L'Honorable Ernest Lapointe, 2,932.  
Majorité pour }

## QUEBEC SOUTH

Population—1921, 25, 875.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Adolphe Chevalier.	John Skillman O'Meara.	Charles Gavan Power.			
Quebec City (Cité).....	1	U	2	44	68	5	119	188
" ".....	1A	U	3	31	69	2	105	131
" ".....	2	U	7	61	55	5	128	175
" ".....	2A	U	2	69	43	1	115	170
" ".....	3	U	13	67	105	2	187	285
" ".....	3A	U	7	72	84	3	166	258
" ".....	4	U	7	82	95		184	275
" ".....	4C	U	10	59	66	3	138	173
" ".....	4CA	U	2	48	64		114	150
" ".....	5	U	24	40	89		153	173
" ".....	5A	U	22	37	92		151	175
" ".....	6	U	17	103	77		197	272
" ".....	6A	U	15	86	79		180	283
" ".....	6B	U	7	94	66		167	226
" ".....	7	U	9	79	99	5	192	265
" ".....	7A	U	8	92	86		186	280
" ".....	8	U	6	67	80	5	158	208
" ".....	8A	U	8	57	83	1	149	195
" ".....	8B	U	11	74	72	4	161	212
" ".....	9	U	13	48	76		137	200
" ".....	9A	U	10	65	81	13	169	228
" ".....	10	U	13	60	104		177	238
" ".....	10A	U	20	54	70	1	145	210
" ".....	11	U	12	68	80	1	161	220
" ".....	11A	U	7	75	79		161	235
" ".....	12	U	28	65	88		181	228
" ".....	12A	U	19	73	89	11	192	239
" ".....	13	U	15	44	92		151	180
" ".....	13A	U	4	34	121		159	185
" ".....	11	U	13	53	65		131	157
" ".....	14A	U	11	53	76		140	176
" ".....	15	U	10	43	141	5	199	245
" ".....	15A	U	6	34	83	1	124	150
" ".....	16	U	9	66	85		160	209
" ".....	16A	U	7	47	92		146	207
" ".....	17	U	13	66	99	1	179	238
" ".....	17A	U	9	56	66		131	194
" ".....	18	U	9	69	91		169	221
" ".....	18A	U	5	45	116		166	196
" ".....	19	U	7	64	74		145	203
" ".....	19A	U	1	90	74	2	167	227
" ".....	20	U	4	87	76		167	226
" ".....	20A	U	9	79	85	4	177	247
" ".....	21	U	10	74	96	1	181	241
" ".....	21A	U	19	47	125	1	192	252
" ".....	22	U	3	69	76	2	150	174
" ".....	22A	U	2	79	60		141	187
" ".....	23	U	6	81	47	3	137	163
" ".....	23A	U	3	79	45	3	130	163
" ".....	24	U	8	63	104	1	176	229
" ".....	24A	U	7	54	87	2	150	184
" ".....	24B	U	7	64	85		156	206
" ".....	25	U	4	83	102		189	264
" ".....	25A	U	7	88	107		202	271
" ".....	26	U	4	92	73	1	170	221
" ".....	26A	U	12	79	133		224	286
" ".....	27	U	8	71	70	1	150	200
" ".....	27A	U	5	83	109	1	198	251
" ".....	28	U	2	50	117		169	214
" ".....	28A	U	4	78	106		188	240
" ".....	29	U	10	66	47		123	147
" ".....	29A	U	3	82	55		140	154
" ".....	30	U	10	67	85		162	210
" ".....	30A	U	4	48	100	2	154	206



QUEBEC SUD.—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Adolphe Chevalier.	John Skillman O'Meara.	Charles Gavan Power.			
Quebec City (Cité).....	31	U	2	74	108		184	233
".....	31A	U	4	83	89		176	224
".....	32	U	7	51	98	1	157	209
".....	32A	U	7	50	83	12	152	215
".....	33	U	21	60	81	2	164	201
".....	33A	U	12	71	75	1	159	197
Sillery.....	34	R	62	25	158	7	252	269
".....	35	R	28	51	83		162	195
".....	35A	R	10	19	127		156	184
".....	36	R	14	84	94		192	264
".....	36A	R	31	116	100	5	252	322
Quebec City (Cité) Advance (Provisoire).....		U	5	20	27		52	
Totals—Totaux.....	76		775	4,901	6,527	121	12,324	16,129

Majority for } Charles Gavan Power over (sur) { John Skillman O'Meara, 1,626.  
Majorité pour } Adolphe Chevalier, 5,752.

## QUEBEC WEST

Population—1921, 37,562

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Parent	Camilien Joseph Lockwell			
Quebec City (Cité)	1	U	98	84	1	183	229
"	1A	U	94	91	2	187	234
"	2	U	93	76		169	212
"	2A	U	83	73	2	158	195
"	3	U	65	74	1	140	202
"	3A	U	50	50		100	145
"	4	U	68	65	1	134	164
"	4A	U	77	56		133	169
"	5	U	65	88		153	180
"	5A	U	65	65		130	150
"	6	U	57	76		133	158
"	6A	U	69	56		125	161
"	7	U	95	86	25	206	285
"	8	U	129	89	2	220	292
"	9	U	69	63		132	141
"	9A	U	69	53		122	149
"	10	U	132	94		226	281
"	11	U	93	61	4	158	178
"	11A	U	91	53	1	145	183
"	12	U	64	78	1	143	174
"	12A	U	47	74		121	138
"	13	U	66	56	2	124	152
"	13A	U	79	51		130	158
"	14	U	66	73	3	142	174
"	14A	U	75	72		147	173
"	15	U	74	69		143	166
"	15A	U	90	60		150	176
"	16	U	57	66		123	142
"	16A	U	76	79		155	184
"	17	U	47	71		118	163
"	17A	U	67	86		153	196
"	18	U	103	50	1	154	200
"	18A	U	70	58	3	131	158
"	19	U	91	67		158	210
"	19A	U	72	67		139	158
"	20	U	105	104		209	262
"	21	U	112	109		221	273
"	22	U	93	116	4	213	243
"	23	U	51	68	2	121	158
"	23A	U	85	75		160	204
"	24	U	85	91	1	177	212
"	24A	U	78	59	2	139	168
"	25	U	42	73		115	153
"	25A	U	65	84		149	177
"	26	U	73	80	2	155	195
"	26A	U	60	64	3	127	175
"	27	U	86	72	1	159	199
"	27A	U	67	71		138	162
"	28	U	98	109		207	282
"	29	U	107	59		166	206
"	29A	U	67	61	1	129	158
"	30	U	53	76	2	131	159
"	30A	U	64	72		136	162
"	31	U	96	57		153	200
"	31A	U	89	64		153	201
"	32	U	116	58	1	175	230
"	32A	U	74	57		131	161
"	33	U	73	62	1	136	163
"	33A	U	85	64		149	172
"	34	U	138	118		256	295
"	35	U	90	59		149	177
"	35A	U	74	75	1	150	174
"	36	U	95	63	1	159	193
"	36A	U	99	54	2	155	189
"	37	U	89	61		150	173



## QUÉBEC OUEST—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Parent	Camilien Joseph Lockwell			
Quebec City (Cité).....	37A	U	62	53		115	138
" ".....	38	U	79	61		140	178
" ".....	38A	U	89	56		145	171
" ".....	39	U	98	73	1	172	202
" ".....	39A	U	76	63		139	161
" ".....	40	U	100	92		192	259
Ste-Foye Parish (Paroisse)....	41	R	101	90	5	196	228
" ".....	41A	R	99	82		181	220
" ".....	42	R	117	57		174	192
St-Félix-du-Cap-Rouge Parish (Paroisse).....	43	R	137	108		245	273
St-Augustin Parish (Paroisse)..	44	R	117	115		232	248
" ".....	44A	R	69	80	1	150	173
" ".....	45	R	116	118		234	250
Pointe-aux-Trembles Parish (Paroisse).....	46	R	41	80		121	128
Neuville Village.....	47	R	70	73		143	164
" ".....	47A	R	74	77		151	162
" ".....	48	R	56	111		167	168
Les Ecureuils, Parish (Paroisse)	49	R	155	129		284	331
Donnacona Village.....	50	R	170	81		251	937
" ".....	50A	R	99	53		152	
" ".....	50B	R	151	62		213	
" ".....	50C	R	171	73		244	
Petite Rivière.....	51	R	23	32		55	81
Quebec City (Cité), Advance (Provisoire).....		U	16	11		27	
Totals—Totaux.....	89		7,501	6,495	80	14,076	16,970

Majority for }  
Majorité pour } George Parent, 1,006.

## RICHELIEU

Population—1921, 10,548

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Pierre Joseph Arthur Cardin	Aimé Chassé			
Sorel City (Cité).....	1A	U	82	44	2	128	166
“ “.....	1B	U	114	37		151	192
“ “.....	2	U	170	38		208	255
“ “.....	3	U	132	78		210	262
“ “.....	4	U	57	108		165	193
“ “.....	5A	U	114	45	3	162	187
“ “.....	5B	U	102	59	3	164	194
“ “.....	6A	U	76	54	4	134	178
“ “.....	6B	U	116	41		157	168
“ “.....	7A	U	82	47		129	165
“ “.....	7B	U	95	55	2	152	186
“ “.....	8A	U	94	53	1	148	178
“ “.....	8B	U	99	49	5	153	190
“ “.....	9A	U	118	54		172	215
“ “.....	9B	U	106	38	1	145	176
“ “.....	10A	U	131	40		171	210
“ “.....	10B	U	100	28	3	131	161
“ “.....	11A	U	100	57		157	200
“ “.....	11B	U	92	63		155	182
“ “.....	12	U	135	66	2	203	265
“ “.....	13	U	99	93		192	247
“ “.....	14	U	142	96	5	243	283
“ “ Advance (Pro- visoire).....		U	81	31	1	113	
Massueville.....	1A	R	76	45		121	150
“ “.....	1B	R	85	54		139	169
St-Anne-de-Sorel.....	1	R	102	79		181	222
“ “.....	2	R	75	63	2	140	170
St-Aimé.....	1	R	66	38	1	105	122
“ “.....	2	R	43	15		58	72
“ “.....	3	R	71	28		99	119
St-Joseph-de-Sorel Village.....	1A	R	99	61		160	182
“ “.....	1B	R	103	43		146	170
“ “.....	2A	R	100	64		164	187
“ “.....	2B	R	99	73		172	210
St-Joseph-de-Sorel Parish (Pa- roisse).....	1	R	70	14		84	98
“ “.....	2	R	61	46		107	132
St-Louis-de-Bonsecours.....	1	R	137	35		172	240
“ “.....	2	R	49	26		75	99
St-Marcel.....	1	R	88	56		144	168
“ “.....	2	R	28	38		66	83
St-Ours Town (Ville).....	1A	R	60	52	2	114	151
“ “.....	1B	R	102	74		176	205
St-Ours Parish (Paroisse).....	1	R	121	90		211	256
“ “.....	2	R	111	55		166	214
St-Pierre-de-Sorel.....	1	R	6	37		43	47
“ “.....	2	R	59	47	1	107	122
St-Robert.....	1A	R	48	71	2	121	159
“ “.....	1B	R	65	57	2	124	150
“ “.....	2	R	164	39		203	246
St-Roch.....	1A	R	124	40		164	199
“ “.....	1B	R	63	23		86	104
“ “.....	2	R	49	36	2	87	111
St-Victoire.....	1	R	88	125		213	288
“ “.....	2	R	44	129	3	176	248
Totals—Totaux.....	54		4,893	2,927	47	7,867	9,546

Majority for } L'Honorable Pierre Joseph Arthur Cardin, 1,966.  
Majorité pour }



## RICHMOND-WOLFE.

Population—1921, 42, 248.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Edmund William Tobin.	John Hayes.			
Ascot Corner.....	1	R	63	7		70	114
Asbestos.....	2A	R	183	35	1	219	273
".....	2B	R	165	43		208	246
".....	3A	R	122	64	1	187	244
".....	3B	R	122	49		171	216
".....	4A	R	89	41	2	132	163
".....	4B	R	92	44	11	147	182
".....	5	R	92	85		177	216
Brompton Township.....	6	R	89	27	1	117	166
".....	7A	R	38	31	1	70	113
".....	7B	R	70	23		93	126
Brompton Gore.....	8	R	67	90		157	182
Bromptonville.....	9A	R	193	55		248	300
".....	9B	R	77	27		104	129
".....	10A	R	151	42	1	194	240
".....	10B	R	113	27	1	141	189
Cleveland.....	11	R	80	120	1	201	246
".....	12	R	47	66	2	115	153
".....	13	R	46	69		115	163
Danville.....	14	R	78	172		250	307
".....	15A	R	122	64	1	187	238
".....	15B	R	145	70	1	216	278
Kingsbury.....	16	R	45	79	2	126	139
Melbourne Village.....	17	R	78	103	1	182	218
Melbourne Township.....	18A	R	62	78	3	143	202
".....	18B	R	65	66		131	190
".....	19	R	96	92		188	287
Richmond.....	21A	R	40	114	2	156	188
".....	21B	R	48	90		138	174
".....	22A	R	78	104	3	185	195
".....	22B	R	54	86		140	176
".....	23A	R	59	128	1	188	230
".....	23B	R	51	102	1	154	209
".....	24	R	63	137		200	231
Shipton.....	25A	R	98	64	2	164	191
".....	25B	R	80	52	1	133	186
".....	26	R	60	74		134	201
".....	27	R	68	80		148	223
".....	28	R	62	19	2	83	123
St-François-Xavier-de-Bromp- ton.....	29	R	109	72		181	251
".....	30A	R	74	4		78	132
".....	30B	R	92	25	1	118	189
St-Georges-de-Windsor.....	31	R	65	13		78	156
".....	32A	R	100	12		112	177
".....	32B	R	74	29		103	178
Stoke.....	33	R	93	19		112	227
".....	34A	R	81	17		98	194
".....	34B	R	65	13		78	176
Windsor Township.....	35A	R	99	28	2	129	181
".....	35B	R	86	33		119	174
St-Claude.....	36	R	146	10		156	248
".....	36A	R	72	15	1	88	160
Windsor Town (Ville).....	37	R	189	58		247	304
".....	38	R	134	77	1	212	259
".....	39	R	204	72	4	280	311
".....	40	R	146	62		208	293
Beaulac.....	41	R	147	26		173	193
Bishop's Crossing.....	42	R	56	58		114	188
Dudswell.....	43	R	104	75		179	279
".....	44	R	110	47	1	158	268
D'Israeli Village.....	45	R	142	85		227	276
".....	46A	R	107	52		159	161
".....	46B	R	92	57		149	176
D'Israeli Parish (Paroisse).....	47	R	135	59		194	276

RICHMOND-WOLFE.—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Edmund William Tobin.	John Hayes.			
Garthby.....	48	R	162	21	.....	183	227
Ham North (Nord).....	49	R	175	62	.....	237	295
“.....	50	R	83	53	2	138	242
St-Adrien.....	51A	R	71	30	.....	101	174
“.....	51B	R	70	34	1	105	151
St-Gérard.....	52	R	168	38	2	208	250
Marbleton.....	53A	R	99	42	.....	141	196
“.....	53B	R	70	61	.....	131	137
Notre-Dame-de-Ham.....	54	R	103	54	.....	157	204
Stratford.....	55A	R	159	42	.....	201	309
“.....	55B	R	113	22	4	139	224
St-Camille.....	56	R	34	17	.....	51	87
“.....	57A	R	41	37	.....	78	129
“.....	57B	R	36	44	.....	80	121
St-Fortunat.....	58A	R	94	66	.....	160	244
“.....	58B	R	37	37	.....	74	123
St-Jacques-le-Majeur.....	59	R	73	77	.....	150	173
St-Joseph-de-Ham.....	60A	R	69	29	.....	98	180
“.....	60B	R	51	35	1	87	127
St-Raymond-de-Pennaforst.....	61	R	80	32	.....	112	123
Weedon Township.....	62	R	114	16	.....	130	140
“.....	63	R	70	17	.....	87	190
Weedon Village.....	64A	R	130	25	2	157	198
“.....	64B	R	111	21	.....	132	152
Wolfestown.....	65	R	77	60	.....	137	189
“.....	66	R	65	45	1	111	165
Wotton Township.....	67	R	57	49	5	111	127
“.....	68	R	77	135	.....	212	275
“.....	69	R	37	36	1	74	94
Wotton Village.....	70	R	123	87	2	212	249
St-Denis-de-Brompton.....	71	R	46	16	2	64	79
Richmond Advance (Provisoire)		R	20	23	.....	43	
Totals—Totaux.....	96	.....	8,788	5,100	75	13,963	18,448

Majority for  
Majorité pour } Edmund William Tobin, 3,688.



## RIMOUSKI.

Population—1921, 27,520.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Alphonse Aubin.	Sir Eugène Fiset.	Alphonse Garon.	Bulletins rejetés	Vote total	Electeurs sur la liste
Mont Joli, Advance (Provisoire)	1	R	7	11	0		27	
Rimouski Town (Ville).....	1	R	2	68	34		104	150
" " ".....	2	R	0	77	35		112	167
" " ".....	3	R	4	90	103		197	232
" " ".....	4	R	1	75	46		122	162
" " ".....	5	R	4	84	34		122	137
" " ".....	6	R	0	86	41		127	177
" " ".....	7	R	7	94	51		152	234
" " ".....	8	R	5	73	43	3	124	176
" " ".....	8A	R	4	72	42	1	119	211
" " ".....	9	R	3	72	85	2	162	261
" " ".....	10	R	3	34	64		101	135
Canton Bédard.....	11	R	0	28	4		32	40
St-Mathieu.....	12	R	2	60	21		83	167
" " ".....	12A	R	2	54	14		70	154
St-Simon.....	13	R	2	86	43	3	134	169
" " ".....	13A	R	2	63	54		119	167
St-Fabien.....	14	R	1	157	40		198	279
" " ".....	15	R	0	144	53	0	206	282
" " ".....	16	R	4	77	45	1	127	168
" " ".....	17	R	2	76	22	4	104	126
" " ".....	18	R	1	64	16		81	102
Bic.....	19	R	8	54	63	1	126	190
" " ".....	20	R	3	88	35	1	174	263
" " ".....	21	R	0	108	82		143	206
" " ".....	22	R	12	69	94		175	276
St-Valérien.....	23	R	10	86	71		167	256
" " ".....	24	R	4	37	20		61	80
Notre-Dame-du-Sacré-Cœur...	25	R	3	84	65		152	182
" " ".....	26	R	0	70	27		97	154
Rimouski Parish (Paroisse)...	27	R	0	90	55		145	207
" " ".....	28	R	2	95	55		152	228
" " ".....	29	R	5	98	19		122	151
" " ".....	30	R	4	65	56		125	194
Ste-Blandine.....	31	R	2	102	56		160	204
" " ".....	32	R	1	92	30		123	166
" " ".....	33	R	1	109	22		132	158
St-Narcisse.....	34	R	2	119	28		149	175
Pointe-au-Père.....	35	R	13	96	62	1	172	216
St-Anaclet.....	36	R	1	139	54		194	238
" " ".....	37	R	1	168	68		237	290
" " ".....	38	R	0	71	27		98	139
Luceville.....	39	R	1	98	56		155	213
Ste-Luce.....	30	R	2	91	26		119	199
" " ".....	41	R	7	105	44	2	158	218
St-Donat.....	42	R	4	145	40		189	266
" " ".....	43	R	5	124	51		180	245
St-Gabriel.....	44	R	2	76	32		110	171
" " ".....	45	R	4	75	47		126	201
" " ".....	46	R	15	75	59		149	238
St-Marcelin.....	47	R	2	50	17		69	91
St-François-Xavier.....	48	R	12	104	24		140	190
" " ".....	49	R	5	82	20		107	172
Ste-Flavie.....	50	R	30	74	31		135	192
" " ".....	51	R	19	55	13		87	115
Mont-Joli.....	52	R	37	50	51	2	170	209
" " ".....	52A	R	9	40	22		71	101
" " ".....	53	R	28	66	12	1	107	171
" " ".....	54	R	28	129	41		197	299
" " ".....	55	R	23	78	107	2	210	267
" " ".....	56	R	22	91	68		181	288
St-Jean-Baptiste.....	57	R	14	40	18		81	106
St-Joseph.....	58	R	4	92	62		158	205
Ste-Angèle.....	59	R	6	135	64	6	211	276
" " ".....	60	R	5	95	70		170	212
" " ".....	61	R	5	129	63	3	200	249
Totals—Totaux.....	66		417	5,623	2,926	42	9,008	12,563

Majority for } Sir Eugène Fiset over (sur) { Alphonse Garon, 2,697.  
Majorité pour } { Alphonse Aubin, 5,206.

## ST-HYACINTHE—ROUVILLE

Population—1921, 36,754

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Jean- Baptiste Joseph Eugène Bousquet	Louis Simon René Morin			
St-Hyacinthe, Advance (Provi- soire)		U	5	7		12	
St-Hyacinthe Ward (Quartier)							
No. 1	1	U	23	102	2	127	234
"	2	U	23	100		123	204
"	3	U	28	154	5	187	308
"	4	U	10	64	1	75	112
"	5	U	28	93		121	170
"	6	U	21	57		78	105
"	7	U	10	19		29	73
St-Hyacinthe Ward (Quartier)							
No. 2	8	U	9	69		78	145
"	9	U	23	78	1	102	173
"	10	U	16	75	2	93	159
"	10A	U	9	54		63	137
"	11	U	35	109	1	145	267
St-Hyacinthe Ward (Quartier)							
No. 3	12	U	29	131		160	186
"	13	U	8	130	2	140	247
"	14	U	25	94		119	194
St-Hyacinthe Ward (Quartier)							
No. 4	15	U	16	83		99	151
"	16	U	22	104		126	205
"	17	U	43	83		126	228
"	18	U	22	72		94	178
"	19	U	29	134		163	294
St-Hyacinthe Ward (Quartier)							
No. 5	20	U	9	18		27	76
"	21	U	45	89		134	242
"	22	U	30	66	2	98	179
"	23	U	36	65		101	137
"	24	U	26	95		121	213
"	25	U	25	83	1	109	191
"	26	U	14	99		113	163
"	27	U	13	77		90	146
St-Hyacinthe-le-Confesseur	28	R	36	57	1	94	159
"	29	R	17	63		80	162
St-Hyacinthe Parish (Paroisse)	30	R	14	76		90	197
"	31	R	8	54	1	63	79
La Providence Village	32	R	64	108	3	175	300
"	33	R	60	123	2	185	266
St-Thomas-d'Aquin	34	R	33	107	3	143	295
"	35	R	8	40		48	97
St-Damase	36	R	17	98		115	277
"	37	R	10	72		82	201
"	37A	R	12	28		40	88
Ste-Marie-Madeleine	38	R	11	118		129	251
"	39	R	8	111		119	267
St-Charles-Richelieu	40	R	44	104	2	150	282
"	41	R	11	26		37	120
La-Présentation	42	R	3	76	3	82	299
"	43	R	17	48		65	208
St-Denis Village	44	R	44	9		53	226
"	45	R	36	29		65	245
St-Denis Parish (Paroisse)	46	R	8	13		21	148
"	47	R	20	10		30	217
"	48	R	3	5		8	99
St-Jude	49	R	10	50	1	61	179
"	50	R	12	57	1	70	196
"	51	R	12	41		53	171
St-Bernard (Michaudville)	52	R	17	82	1	100	221
St-Barnabé South (Sud)	53	R	9	27		36	96
"	54	R	11	70		81	142
"	55	R	11	62		73	130



## ST-HYACINTHE—ROUVILLE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Jean- Baptiste Joseph Eugène Bousquet	Louis Simon René Morin			
St-Joseph Village .....	56	R	15	102	2	119	192
“ “ .....	56A	R	19	62		81	160
St-Césaire Village .....	57	R	20	100	1	121	181
“ “ .....	57A	R	12	80	1	93	141
“ “ .....	58	R	18	160	12	190	263
St-Césaire Parish (Paroisse)...	59	R	15	92		107	158
“ “ .....	60	R	7	115		122	177
“ “ .....	61	R	22	101		123	205
Rougemont .....	62	R	25	44	2	71	160
“ “ .....	63	R	13	19	1	33	78
“ “ .....	64	R	25	125	4	154	245
Canrobert .....	65	R	22	83		105	159
L'Ange-Gardien .....	66	R	11	72	1	84	155
“ “ .....	67	R	8	28		36	72
“ “ .....	68	R	15	42		57	130
“ “ .....	69	R	5	32		37	103
Abbotsford .....	70	R	9	82		91	148
“ “ .....	71	R	7	96	1	104	131
“ “ .....	72	R	45	80		125	169
“ “ .....	73	R	11	101		112	226
Marieville .....	74	R	12	81		93	260
“ “ .....	75	R	15	123		138	224
“ “ .....	75A	R	19	66		85	196
“ “ .....	76	R	13	39	5	107	271
Ste-Marie-de-Monnoir .....	77	R	16	47		63	180
“ “ .....	78	R	4	36		40	194
Ste-Angèle-de-Monnoir .....	79	R	15	25		40	93
“ “ .....	80	R	41	120		161	212
“ “ .....	81	R	10	45		55	95
Notre-Dame-de-Bonsecours .....	82	R	13	33		46	169
Richelieu .....	83	R	41	107		148	244
St-Mathias .....	84	R	40	71	3	114	204
“ “ .....	85	R	16	64		80	131
St-Jean-Baptiste .....	86	R	10	62	1	73	169
“ “ .....	86A	R	5	62		67	150
“ “ .....	87	R	8	64		72	221
St-Hilaire .....	88	R	11	147	7	165	228
“ “ .....	89	R	21	136	1	158	215
“ “ .....	89A	R	20	77		97	170
“ “ .....	90	R	6	86		92	118
Totals—Totaux .....	98		1,858	7,325	77	9,260	17,732

Majority for } Louis Simon René Morin, 5,467.  
Majorité pour }

## ST. JOHNS-IBERVILLE.

Population—1921, 23,518.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Aldéric Joseph Benoit.	Herman Julien.	Marial Rhéaume.	Bulletins rejetés	Vote total	Electeurs sur la liste
St. Johns City (Cité).....	1	U	32	4	125	2	163	200
“ “ “.....	1A	U	23	4	90	.....	117	172
“ “ “.....	2	U	54	23	30	.....	107	144
“ “ “.....	3	U	93	8	136	.....	237	239
“ “ “.....	4	U	30	8	97	1	136	207
“ “ “.....	5	U	47	18	128	2	195	220
“ “ “.....	6	U	50	22	177	.....	249	318
“ “ “.....	7	U	22	1	105	.....	128	175
“ “ “.....	7A	U	65	9	180	1	255	301
“ “ “.....	8	U	43	6	94	3	146	165
“ “ “.....	9	U	14	3	45	.....	62	80
“ “ “.....	10	U	46	13	96	1	156	193
“ “ “.....	10A	U	39	8	83	.....	130	159
“ “ “.....	11	U	26	3	152	.....	181	206
“ “ “.....	12	U	18	2	142	.....	162	186
“ “ “.....	13	U	15	5	102	.....	122	138
“ “ “.....	13A	U	14	5	77	.....	96	112
“ “ “.....	14	U	27	3	155	1	186	224
“ “ “.....	14A	U	31	3	145	.....	179	211
Iberville.....	15	R	192	5	20	.....	217	314
“ “ “.....	16	R	131	4	10	.....	145	158
“ “ “.....	16A	R	114	5	14	.....	133	140
“ “ “.....	17	R	190	0	12	1	203	204
“ “ “.....	18	R	234	6	16	.....	256	301
“ “ “.....	19	R	252	11	16	.....	274	285
St-Marguerite de Blairfindie Parish (Paroisse).....	20	R	69	4	89	.....	162	210
“ “ “.....	21	R	69	1	119	.....	189	235
St-Luc Parish (Paroisse).....	22	R	88	2	21	.....	113	142
“ “ “.....	23	R	57	1	49	.....	107	110
St-Jean-L'Evangéliste Parish (Paroisse).....	24	R	68	2	49	.....	119	179
“ “ “.....	25	R	78	1	62	.....	141	157
St-Blaise Parish (Paroisse).....	26	R	55	4	47	.....	106	147
“ “ “.....	27	R	55	6	66	.....	128	179
“ “ “.....	28	R	34	0	43	.....	77	96
St-Paul de L'Ile-aux-Noix Par- ish (Paroisse).....	29	R	101	17	114	.....	232	296
St-Valentin Parish (Paroisse).. Lacolle Village.....	30	R	76	2	125	3	206	248
“ “ “.....	31	R	60	20	46	.....	126	207
“ “ “.....	32	R	54	7	36	.....	97	167
Mont-Carmel de Lacolle Par- ish (Paroisse).....	33	R	23	6	24	.....	53	83
“ “ “.....	34	R	58	7	41	.....	106	135
“ “ “.....	35	R	17	5	29	.....	51	84
St-Bernard-de-Lacolle Parish (Paroisse).....	36	R	18	2	38	.....	58	105
“ “ “.....	37	R	30	7	28	.....	65	132
“ “ “.....	38	R	64	2	46	1	113	186
“ “ “.....	39	R	49	7	17	.....	73	130
St-Grégoire-le-Grand Parish (Paroisse).....	40	R	175	1	40	.....	216	265
“ “ “.....	41	R	110	1	17	1	129	130
“ “ “.....	42	R	106	0	13	.....	119	149
St-Alexandre Village.....	43	R	113	5	32	.....	150	166
St-Alexandre Parish (Paroisse).....	44	R	144	1	26	.....	171	204
“ “ “.....	45	R	136	0	15	.....	151	192
St-Sébastien.....	46	R	84	12	62	.....	158	198
“ “ “.....	47	R	36	1	68	.....	105	126
“ “ “.....	48	R	79	1	30	.....	110	132
St-Georges-d'Henryville Par- ish (Paroisse).....	49	R	115	9	40	.....	164	213
“ “ “.....	50	R	106	4	14	.....	124	161
“ “ “.....	51	R	43	0	46	.....	89	115



ST-JEAN-IBERVILLE.—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Aldéric Joseph Benoit.	Herman Julien	Martial Rhéaume.			
Ste-Anne-de-Sabrevois Parish (Paroisse).....	52	R	139	6	49	.....	194	256
St-Athanase Parish (Paroisse)	53	R	95	2	7	.....	104	129
“ “ “ “	54	R	176	0	11	.....	187	215
Ste-Brigide Parish (Paroisse)..	55	R	82	1	73	.....	156	171
“ “ “ “	56	R	68	4	93	.....	165	197
“ “ “ “	57	R	70	1	34	.....	105	136
Totals—Totaux.....	63	.....	4,802	328	4,006	18	9,154	11,435

Majority for } Aldéric Joseph Benoit over (sur) { Martial Rhéaume, 796.  
Majorité pour } Herman Julien, 4,474.

**SHEFFORD**

Population—1921, 25,644

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Pierre Ernest Boivin	Louis Joseph Gauthier			
North-Stukely.....	1	R	74	89		163	193
“.....	1A	R	70	48		118	131
Lawrenceville.....	2	R	112	49	1	162	177
Ste-Anne-de-Stukely.....	3	R	103	100	1	204	238
Warden.....	4	R	61	33		94	119
Stukely Mills.....	5	R	127	60	6	193	255
“.....	6	R	65	30		95	144
Shefford Township.....	7	R	128	70		198	305
“.....	8	R	99	65	2	166	247
“.....	9	R	73	57		130	161
West Shefford.....	10	R	121	31		152	193
Waterloo Town (Ville) South (Sud).....	11	R	141	47		188	247
Waterloo Town (Ville) (Centre).....	12	R	129	69	3	201	238
“.....	12A	R	125	80	1	206	259
Waterloo Town (Ville) North (Nord).....	13	R	77	61		138	175
“.....	13A	R	68	62	3	133	161
Granby City (Cité).....	14A	U	110	108		218	275
“.....	14AA	U	60	113		173	216
“.....	15B	U	72	52		124	169
“.....	15BB	U	72	49	3	124	169
“.....	16C	U	105	62	6	173	227
“.....	16CC	U	112	55	1	168	230
“.....	17D	U	103	49		152	199
“.....	17DD	U	97	37	5	139	204
“.....	18E	U	140	57	1	198	264
“.....	18EE	U	151	43		194	260
“.....	19F	U	79	39		118	165
“.....	19FF	U	82	39		121	164
“.....	20G	U	120	23		143	197
“.....	20GG	U	92	35	1	128	197
“.....	21H	U	159	43	4	206	279
“.....	21HH	U	179	38		217	299
“.....	22I	U	86	40		126	220
“.....	22II	U	153	33		186	289
“.....	23J	U	126	31	1	158	252
“.....	23JJ	U	111	34		145	219
Granby Township.....	24	R	47	48		95	153
“.....	25	R	79	64	2	145	178
“.....	26	R	94	49		143	184
“.....	27	R	57	52		109	134
“.....	28	R	80	31		111	129
St-Alphonse-de-Granby.....	29	R	122	52		174	210
Ste-Cécile-de-Milton.....	30	R	87	104		191	267
“.....	31	R	73	40		113	136
St-Valérien-de-Milton.....	32	R	67	55		122	142
“.....	33	R	128	78	2	208	251
“.....	34	R	82	53		135	162
Ste-Pudentienne Village.....	35	R	185	42	1	228	265
Ste-Pudentienne Parish (Pa- roisse).....	36	R	41	54		95	160
“.....	37	R	46	37		83	144
“.....	38	R	70	35		105	117
“.....	39	R	71	37		108	136
St-Joachim.....	40	R	89	60	2	151	203
“.....	41	R	148	57		205	260
Roxton Township West (Ouest).....	42	R	111	51		162	199
Roxton Township East (Est).....	43	R	52	35		87	103
Roxton Township North (Nord).....	44	R	65	28		93	109
Roxton Township South (Sud).....	45	R	32	51		83	90
Roxton Falls Village.....	46	R	130	120	5	255	300
“.....	47	R	72	15	1	88	100



## SHEFFORD—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Pierre Ernest Boivin	Louis Joseph Gauthier			
Ely Township.....	48	R	88	45	1	134	161
“.....	48	R	89	68	.....	157	340
“.....	49	R	48	59	.....	107	124
“.....	50	R	102	72	1	175	204
Ely North (Nord).....	51	R	95	61	4	160	216
“.....	52	R	60	47	5	112	132
Ely West (Ouest) L'Enfant Jésus.....	53	R	82	74	1	157	192
Totals—Totaux.....	67	.....	6,374	3,605	64	10,043	13,238

Majority for  
Majorité pour } Pierre Ernest Boivin, 2,769.

## SHERBROOKE

Population—1921, 30,786

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles B. Howard	Albert Wyatt Reid			
SHERBROOKE CITY (CITÉ)							
East Ward (Quartier Est)....	1	U	98	18		116	159
" " " " " " " " " " " "	1A	U	121	33		154	201
" " " " " " " " " " " "	2	U	101	23		124	155
" " " " " " " " " " " "	2A	U	71	31		102	152
" " " " " " " " " " " "	3	U	108	48	2	158	210
" " " " " " " " " " " "	3A	U	108	67	2	177	227
" " " " " " " " " " " "	4	U	111	34	2	147	216
" " " " " " " " " " " "	4A	U	106	41		147	209
" " " " " " " " " " " "	5	U	149	34		183	275
" " " " " " " " " " " "	5A	U	78	41		119	183
" " " " " " " " " " " "	6	U	135	16	1	152	199
" " " " " " " " " " " "	6A	U	73	21	2	96	129
" " " " " " " " " " " "	7	U	99	64	6	169	215
" " " " " " " " " " " "	7A	U	64	85		149	187
South Ward (Quartier Sud)....	8	U	97	42		139	231
" " " " " " " " " " " "	9	U	75	23	2	100	154
" " " " " " " " " " " "	9A	U	47	36	1	84	137
" " " " " " " " " " " "	10	U	134	43		177	230
" " " " " " " " " " " "	10A	U	81	38		119	189
" " " " " " " " " " " "	11	U	135	25		160	228
" " " " " " " " " " " "	11A	U	122	30		152	281
" " " " " " " " " " " "	12	U	93	17	8	118	164
" " " " " " " " " " " "	12A	U	58	12	5	75	106
" " " " " " " " " " " "	13	U	88	21	1	110	151
" " " " " " " " " " " "	13A	U	87	21		108	145
" " " " " " " " " " " "	14	U	139	62		201	290
" " " " " " " " " " " "	14A	U	106	40		146	187
" " " " " " " " " " " "	15	U	63	60	5	128	181
" " " " " " " " " " " "	15A	U	46	48		94	136
West Ward (Quartier Ouest)....	16	U	101	33		134	188
" " " " " " " " " " " "	16A	U	100	44		144	180
" " " " " " " " " " " "	16B	U	82	38		120	148
" " " " " " " " " " " "	17	U	141	25	4	170	226
" " " " " " " " " " " "	17A	U	122	36	3	161	215
" " " " " " " " " " " "	18	U	144	31	1	176	208
" " " " " " " " " " " "	18A	U	143	23	2	168	228
" " " " " " " " " " " "	19	U	140	35		175	230
" " " " " " " " " " " "	19A	U	117	26		143	192
" " " " " " " " " " " "	20	U	97	41	5	144	195
" " " " " " " " " " " "	20A	U	112	41		153	187
" " " " " " " " " " " "	21	U	115	31	1	147	208
" " " " " " " " " " " "	21A	U	108	88		176	231
" " " " " " " " " " " "	21B	U	62	36		98	133
" " " " " " " " " " " "	22	U	91	39	2	132	165
" " " " " " " " " " " "	22A	U	110	64	1	175	215
" " " " " " " " " " " "	22B	U	67	51		118	138
Centre Ward (Quartier Centre)...	23	U	96	24	4	124	189
" " " " " " " " " " " "	23A	U	52	35		87	145
" " " " " " " " " " " "	24	U	107	26		133	200
" " " " " " " " " " " "	24A	U	65	40		105	168
" " " " " " " " " " " "	24B	U	57	26	2	85	138
" " " " " " " " " " " "	25	U	118	24		142	209
" " " " " " " " " " " "	25A	U	94	16	3	113	168
" " " " " " " " " " " "	26	U	91	40	4	135	228
" " " " " " " " " " " "	26A	U	82	67		149	231
North Ward (Quartier Nord)...	27	U	34	97		131	183
" " " " " " " " " " " "	27A	U	28	127	1	156	219
" " " " " " " " " " " "	28	U	20	105		125	163
" " " " " " " " " " " "	28A	U	23	112		135	185
" " " " " " " " " " " "	29	U	65	102		167	216
" " " " " " " " " " " "	29A	U	26	100		126	174
" " " " " " " " " " " "	30	U	76	106		182	233
" " " " " " " " " " " "	30A	U	92	94		186	242



## SHERBROOKE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles B. Howard	Albert Wyatt Reid			
SHERBROOKE CITY (CITÉ)—Con.							
North Ward (Quartier Nord)...	31	U	79	73	.....	152	186
“ “ .....	31A	U	106	115	1	222	276
“ “ .....	31B	U	36	74	.....	110	142
“ “ .....	32	U	41	87	1	129	176
“ “ .....	32A	U	28	127	.....	155	199
“ “ .....	32B	U	21	66	.....	87	135
Lennoxville.....	33	R	65	60	1	126	172
“ .....	33A	R	63	85	2	150	206
“ .....	34	R	60	115	2	177	244
“ .....	34A	R	69	103	.....	172	236
“ .....	34B	R	36	86	.....	122	201
Stoke Road.....	35	R	77	32	.....	109	175
“ .....	35A	R	76	23	.....	99	133
Experimental Farm.....	36	R	48	86	.....	134	182
Huntingville.....	37	R	65	53	1	119	172
“ .....	37A	R	44	63	.....	107	151
Capelton.....	38	R	36	37	.....	73	129
Eustis.....	39	R	49	71	.....	120	212
Collinsville.....	40	R	76	103	.....	179	255
Ascot Corner.....	41	R	111	15	1	127	140
Rock Forest.....	42	R	118	28	2	148	209
Little Lake Magog.....	43	R	22	1	.....	23	203
Orford 4th Range.....	44	R	72	75	1	148	251
Bonnallie Mills.....	45	R	25	10	.....	35	39
Cherry River.....	46	R	44	43	2	89	113
St. Elie Village.....	47	R	110	33	.....	143	198
“ 6th Range.....	48	R	70	20	1	91	105
“ 11th Range.....	49	R	60	3	.....	63	87
Suffield.....	50	R	85	39	.....	124	186
Sherbrooke Advance (Provi- soire).....		U	19	37	.....	56	
Totals—Totaux.....	93	.....	7,582	4,640	86	12,308	17,227

Majority for } Charles B. Howard, 2,942.  
Majorité pour }

## STANSTEAD.

Population—1921, 23, 380.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulleins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Willis Keith Baldwin.	George Garfield Fish.			
St-Herménégilde.....	1	R	43	6		49	61
Barford North (Nord).....	2	R	149	37	1	187	187
Barford South (Sud).....	3	R	65	46	1	112	170
Barnston.....	4	R	116	64		180	261
Ways Mills.....	5	R	45	94	4	143	186
Heathton.....	6	R	27	38	1	66	130
Baldwin's Mills.....	7	R	80	33	1	114	128
Stanhope.....	8	R	84	44		128	150
Conticook..... A-K	9	R	54	78	1	133	190
"..... L-Z	9	R	52	57		109	154
".....	10	R	185	64		249	337
".....	11	R	245	45		290	339
"..... A-K	12	R	116	98		214	281
"..... L-Z	12	R	88	51		139	215
".....	13	R	170	63		233	319
".....	14	R	47	84	1	132	199
Dixville.....	15	R	63	105		168	234
Hatley Township.....	16	R	62	114		176	302
Massawippi.....	17	R	56	109		165	215
North Hatley Village.....	18	R	91	110	1	202	256
Ste-Catherine.....	19	R	186	37		223	238
".....	20	R	53	61		114	133
Magog Town (Ville)..... A-K	21	U	45	90	1	136	216
"..... L-Z	21	U	55	86	1	142	184
"..... A-K	22	U	103	102		205	300
"..... L-Z	22	U	63	85		148	200
"..... A-F	23	U	134	48		182	235
"..... G-M	23	U	164	46	2	212	258
"..... N-Z	23	U	79	30		109	130
"..... A-K	24	U	124	46		170	240
"..... L-Z	24	U	121	27		148	226
"..... A-K	25	U	129	34		163	232
"..... L-Z	25	U	147	21		168	251
"..... A-K	26	U	76	31		107	180
"..... L-Z	26	U	75	14	2	91	162
Magog Township West (Ouest).....	27	R	126	80	1	207	275
Magog Township East (Est).....	28	R	95	31	1	127	177
Georgeville.....	29	R	85	74	1	160	208
Fitch Bay.....	30	R	134	81	1	216	259
Marlington.....	31	R	60	98		158	233
Tomifobia.....	32	R	194	73		267	305
Mansur School House.....	33	R	82	121		203	275
Boynton.....	34	R	91	96		187	292
Stanstead..... A-K	35	R	55	90		145	154
"..... L-Z	35	R	49	96		145	185
Rock Island..... A-K	36	R	60	65		125	165
"..... L-Z	36	R	54	48		102	155
"..... A-K	37	R	94	48		142	197
"..... L-Z	37	R	74	61		135	191
Beebe.....	38	R	70	79		149	124
".....	39	R	113	112		225	296
Ayers Cliff.....	40	R	58	200	1	259	292
East Hatley Village.....	41	R	17	70		87	111
Magog Township.....	42	R	57	34		91	100
St-Herménégilde.....	43	R	104	16		120	150
Kingscroft.....	44	R	71	69		140	180
Totals—Totaux.....	56		5,135	3,740	22	8,897	11,939

Majority for } Willis Keith Baldwin, 1,395.  
Majorité pour }



## TÉMISCOUATA.

Population—1921, 44,310.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles- Eugène Dubé.	Jean- François Pouliot.			
Rivière-du-Loup City (Cité)...	1	U	62	108		170	235
" " " " " " " "	2	U	123	156	1	280	349
" " " " " " " "	3	U	92	152	2	246	317
" " " " " " " "	4	U	76	153	3	232	298
" " " " " " " "	5	U	162	113		275	354
" " " " " " " "	6	U	119	84		203	250
" " " " " " " "	7	U	122	105	9	236	303
" " " " " " " "	8	U	56	80	4	140	203
" " " " " " " "	9	U	124	128	1	253	338
" " " " " " " "	10	U	87	108		195	238
" " " " " " " "	11	U	100	140		240	302
" " " " " " " "	12	U	115	128	15	258	321
St-Patrice, Rivière-du-Loup....	13	R	85	87		172	236
" " " " " " " "	14	R	49	99		148	165
Notre-Dame-du-Portage Parish (Paroisse).....	15	R	47	104		151	205
St-George-de-Cacouna, Parish (Paroisse).....	16	R	85	144	2	231	282
St-George-de-Cacouna Village.	17	R	97	153		250	314
Saint-Arsène.....	18	R	76	94	1	171	250
" " " " " " " "	19	R	108	58		166	219
St-Jean-Baptiste, Ile Verte.....	20	R	94	131		225	281
" " " " " " " "	21	R	63	126		189	251
" " " " " " " "	22	R	36	167	2	205	258
" " " " " " " "	23	R	40	98	3	141	213
Notre-Dame-des-Sept-Douleurs	24	R	25	76		101	138
Saint-Eloi.....	25	R	58	127		185	219
" " " " " " " "	26	R	42	96	2	140	170
Trois-Pistoles Town (Ville)....	27	R	52	93		145	198
" " " " " " " "	28	R	91	153		244	313
" " " " " " " "	29	R	74	126	2	202	248
Trois-Pistoles Parish (Paroisse)	30	R	76	89		165	261
" " " " " " " "	31	R	38	101		139	182
" " " " " " " "	32	R	67	131	2	200	258
Sainte-Françoise.....	33	R	40	104		144	187
" " " " " " " "	34	R	53	77	4	134	199
Saint-Jean-de-Dieu.....	35	R	60	85		145	201
" " " " " " " "	36	R	39	121		160	202
" " " " " " " "	37	R	92	53		145	214
" " " " " " " "	38	R	79	96		175	236
St-Paul-de-la-Croix.....	39	R	60	80		140	170
" " " " " " " "	40	R	55	84		139	171
Saint-Clément.....	41	R	88	73		161	201
" " " " " " " "	42	R	41	82	2	125	168
" " " " " " " "	43	R	37	38		75	92
Saint-Cyprien.....	44	R	97	123	1	221	281
" " " " " " " "	45	R	87	58		145	161
Saint-Hubert.....	46	R	91	93	1	185	291
" " " " " " " "	47	R	62	58		120	175
" " " " " " " "	48	R	61	49		110	178
" " " " " " " "	49	R	38	41		79	99
Saint-Epiphanie.....	50	R	21	69		90	200
" " " " " " " "	51	R	58	76		134	230
" " " " " " " "	52	R	19	42		61	142
" " " " " " " "	53	R	33	49	2	84	118
Sainte-Modeste.....	54	R	102	93		195	300
Saint-Antoine.....	55	R	57	134		191	242
" " " " " " " "	56	R	80	148		228	317
Saint-Honoré.....	57	R	130	86		216	245
" " " " " " " "	58	R	83	77	6	166	218
" " " " " " " "	59	R	15	40		55	62
St-Louis-du-Ha-Ha.....	60	R	101	91	1	193	229
" " " " " " " "	61	R	85	94	2	181	211
" " " " " " " "	62	R	75	127		202	245

TEMISCOUATA.—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles- Eugène Dubé.	Jean- François Pouliot.			
Cabano, St-Mathias.....	63	R	64	124		188	227
“.....	64	R	89	155		244	309
“.....	65	R	68	139		207	304
“.....	66	R	90	102		192	271
Cabano, Squatteck.....	67	R	83	130		213	263
Notre-Dame-du-Lac.....	68	R	52	76		128	180
“.....	69	R	50	45		95	115
“.....	70	R	93	103		196	223
“.....	71	R	111	99	1	211	243
Saint-Dominique.....	72	R	55	104		159	172
St-Benoit-de-Packington.....	73	R	70	77		147	177
Ste-Rose-du-Déglé.....	74	R	96	90		186	223
“.....	74A	R	49	95		144	166
“.....	75	R	212	66	2	280	317
St-Eusèbe-de-Cabano.....	76	R	104	88		192	222
Rivière-Bleue Village.....	77	R	88	92	2	182	232
“.....	78	R	71	87	1	159	209
Rivière-Bleue Parish (Paroisse)	79	R	101	52		153	169
“.....	80	R	56	90		146	178
Rivière-Bleue, Les Etroits.....	81	R	53	93		146	171
Bélanger Siding, Canton Robin- son.....	82	R	46	67	■	119	171
Saint-David d'Estcourt.....	83	R	112	124	3	239	283
Saint-Pierre d'Estcourt.....	84	R	91	54		145	172
“.....	85	R	75	67	3	145	169
Rivière-du-Loup, Advance (Provisoire).....	86	U	54	63		117	
Totals—Totaux.....	87	.....	6,513	8,431	86	15,030	19,320

Majority for } Jean-François Pouliot, 1,918.  
Majorité pour }



**TERREBONNE**

Population—1921, 33,908

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Léopold Nantel	Jules Edouard Prévost			
Terrebonne Town (Ville).....	1A	R	40	75	1	116	140
“ “ .....	1B	R	40	69	.....	109	112
“ “ .....	2	R	66	122	1	189	275
“ “ .....	3A	R	49	148	.....	197	275
“ “ .....	3B	R	35	128	.....	163	220
“ Parish (Paroisse)...	4	R	29	94	.....	123	262
“ “ .....	5	R	11	38	4	53	112
Ste-Thérèse Town (Ville).....	6A	R	72	112	.....	184	304
“ “ .....	6B	R	26	83	.....	109	197
“ “ .....	6C	R	19	120	.....	139	222
“ “ .....	7A	R	33	159	2	194	299
“ “ .....	7B	R	21	150	1	172	277
“ “ .....	7C	R	25	127	.....	152	249
“ Parish (Paroisse)...	8A	R	42	53	.....	95	265
“ “ .....	8B	R	41	24	.....	65	207
“ “ .....	9A	R	28	105	4	137	193
“ “ .....	9B	R	23	92	3	118	193
St-Janvier Parish (Paroisse)...	10A	R	43	101	.....	144	248
“ “ .....	10B	R	41	86	.....	127	253
Ste-Anne-des-Plaines Parish (Pa roisse).....	11A	R	8	104	1	113	173
“ “ .....	11B	R	13	129	1	143	238
“ “ .....	12	R	11	61	.....	72	158
“ “ .....	13	R	8	80	.....	88	208
Ste-Sophie Parish (Paroisse)...	14A	R	4	49	.....	53	162
“ “ .....	14B	R	8	36	.....	44	144
“ “ .....	15	R	9	30	1	40	117
New Glasgow Village.....	16	R	15	26	.....	41	90
St-Jérôme Town (Ville).....	17	U	31	108	2	141	200
“ “ .....	18A	U	16	142	1	159	211
“ “ .....	18B	U	34	127	.....	161	205
“ “ .....	19	U	39	154	1	194	283
“ “ .....	20	U	43	151	.....	194	277
“ “ .....	21A	U	25	85	.....	110	164
“ “ .....	21B	U	21	88	1	110	144
“ “ .....	21C	U	24	106	2	132	174
“ “ .....	22A	U	25	113	.....	138	200
“ “ .....	22B	U	21	76	.....	97	143
“ “ .....	22C	U	19	61	3	83	112
“ “ .....	23A	U	39	112	1	152	217
“ “ .....	23B	U	28	112	1	141	208
St-Jérôme Parish (Paroisse)...	24A	R	10	109	1	120	177
“ “ .....	24B	R	12	76	.....	88	150
“ “ .....	25	R	13	71	.....	84	261
“ “ .....	26	R	6	39	.....	45	226
Shawbridge Village.....	27	R	73	71	.....	144	231
Piedmont.....	28	R	11	39	1	51	113
St-Sauveur Parish (Paroisse)...	29	R	56	149	2	207	337
“ “ .....	30	R	10	52	.....	62	134
St-Joseph-de-Mont-Rolland.....	31A	R	47	87	.....	134	226
“ “ .....	31B	R	62	105	1	168	244
Ste-Adèle Village.....	32	R	28	105	.....	133	221
“ Parish (Paroisse)...	33A	R	18	65	2	85	183
“ “ .....	33B	R	4	41	.....	45	95
Val-Morin.....	34	R	26	102	.....	128	131
St-Jean-Baptiste-de-Bélisle....	35	R	31	92	.....	123	202
Ste-Agathe-des-Monts Town (Ville).....	36A	R	8	61	.....	69	105
“ “ .....	36B	R	32	125	4	161	219
“ “ .....	37A	R	33	88	.....	121	183
“ “ .....	37B	R	33	119	4	156	202
“ “ .....	38A	R	87	95	1	183	264
“ “ .....	38B	R	69	88	4	161	255
Ste-Agathe-des-Monts Parish (Paroisse).....	39	R	10	61	1	72	92
“ “ .....	40	R	47	141	.....	188	366

**TERREBONNE—Con.**

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Léopold Nantel	Jules Edouard Prévost			
Ivry-sur-le-Lac.....	41	R	23	85		108	136
Saint-Faustin Station.....	42	R	16	98	5	119	173
“ “.....	43A	R	13	75	2	90	145
“ “.....	43B	R	17	62	2	81	165
“ “.....	44	R	20	96	4	120	219
Saint-Jovite Village.....	45A	R	58	91		149	227
“ “.....	45B	R	34	89		123	196
“ Parish (Paroisse).....	46	R	45	43		93	202
“ “.....	47	R	27	61		88	197
“ “.....	48	R	20	89		109	123
Bréboeuf.....	49	R	13	75		88	122
Sainte-Lucie Parish (Paroisse).....	50A	R	27	59	4	90	137
“ “.....	50B	R	12	64		76	128
Sainte-Marguerite Parish (Pa- roisse).....	51A	R	6	63		69	128
“ “.....	51B	R	6	67		73	162
St-Hippolyte Parish (Paroisse).....	52	R	13	95		108	205
“ “.....	53	R	69	26		95	169
Totals—Totaux.....	80		2,270	7,060	69	9,399	15,582

Majority for } Jules Edouard Prévost, 4,790.  
Majorité pour }



## TROIS-RIVIÈRES-ST.-MAURICE.

Population—1921, 50,845.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste	
Name—Nom	No.	Urban or rural — Urbain ou rural	Arthur Bettez.	Louis Normand.				
Trois-Rivières City (Cité)	A-K	1	U	116	32		148	226
"	L-Z	1	U	144	29	1	174	216
"	A-K	2	U	94	45	2	141	207
"	L-Z	2	U	107	36	5	148	183
"	A-E	3	U	107	46	2	155	230
"	F-L	3	U	119	53	1	173	233
"	M-Z	3	U	115	59	1	175	253
"	A-D	4	U	106	47		153	202
"	E-M	4	U	101	58		159	215
"	N-Z	4	U	101	30	2	133	169
"	A-K	5	U	138	54	5	197	256
"	L-Z	5	U	119	37	16	172	235
"	A-E	6	U	68	78	4	150	219
"	F-L	6	U	63	83	3	149	194
"	M-Z	6	U	71	70	2	143	183
"	A-K	7	U	78	107	1	186	240
"	L-Z	7	U	91	78	1	170	203
"	A-K	8	U	137	76	2	215	290
"	L-Z	8	U	81	85	1	167	219
"	A-K	9	U	112	36		148	192
"	L-Z	9	U	97	53		150	211
"	A-G	10	U	108	76	2	186	236
"	H-Z	10	U	76	71	1	148	197
"	A-G	11	U	105	56		161	237
"	H-Z	11	U	70	43	1	114	173
"	A-H	12	U	111	86	2	199	267
"	I-Z	12	U	149	43		192	238
"	A-E	13	U	136	53	2	191	244
"	F-L	13	U	128	33	2	163	214
"	M-Z	13	U	118	33	1	152	193
"	A-E	14	U	107	51	7	165	220
"	F-L	14	U	98	28	7	133	190
"	M-Z	14	U	108	32	1	141	211
"	A-E	15	U	78	82		160	199
"	F-L	15	U	74	92	4	170	216
"	M-Z	15	U	73	77	3	153	197
"	A-K	16	U	80	65		145	192
"	L-Z	16	U	122	45		167	213
"	A-K	17	U	102	68	1	171	224
"	L-Z	17	U	78	72		150	206
"	A-K	18	U	121	82		203	267
"	L-Z	18	U	103	64		167	233
"	A-K	19	U	128	68		196	292
"	L-Z	19	U	114	61	2	177	253
"	A-K	20	U	118	55		173	250
"	L-Z	20	U	77	39		116	191
"	A-K	21	U	161	41		202	294
"	L-Z	21	U	133	45		178	254
"	A-K	22	U	119	54		173	268
"	L-Z	22	U	136	49	1	186	276
"	A-K	23	U	119	58		177	247
"	L-Z	23	U	116	41	5	162	250
"	A-K	24	U	88	52	3	143	2
"	L-Z	24	U	86	38	3	127	196
Banlieu des Trois-Rivières.....		25	R	99	68		167	253
Les Forges.....		26	R	49	19		68	107
Pointe du Lac.....	A-D	27	R	88	34		122	
"	E-Z	27	R	59	55		114	340
"		28	R	58	89		147	221
Yamachiche.....	A-K	29	R	82	97		179	
"	L-Z	29	R	84	74	2	160	469
"		30	R	42	137	1	180	259
"		31	R	59	110		169	272
"		32	R	74	74	3	151	249

THREE-RIVERS-ST.-MAURICE.—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arthur Bettez.	Louis Normand.			
St-Sévère.....	33	R	41	38	1	80	310
".....	33	R	48	34		82	
St-Barnabé.....	A-G 34	R	86	99		185	
".....	H-Z 34	R	41	47		88	436
".....	35	R	47	87		134	
Charette.....	A-G 36	R	140	23		163	
".....	H-Z 36	R	53	30		83	500
St-Elie-de-Caxton.....	37	R	103	32		135	
".....	38	R	98	32		130	
St-Mathieu.....	39	R	97	35		132	217
St-Boniface.....	40	R	140	80	1	221	258
".....	41	R	79	54	1	134	174
".....	42	R	96	74		170	232
La Baie Shawinigan.....	A-K 43	R	139	27	1	167	566
".....	L-Z 43	R	188	37	1	226	
St-Etienne.....	A-G 44	R	119	27	2	148	
".....	H-Z 44	R	85	19	1	105	342
".....	45	R	33	63		96	
St-Thomas-de-Caxton.....	46	R	65	33		98	
St-Etienne.....	47	R	83	12		95	117
Shawinigan Falls.....	A-K 48	U	127	31	1	159	240
".....	L-Z 48	U	123	24		147	190
".....	A-K 49	U	98	25	3	126	177
".....	L-Z 49	U	76	27	5	108	168
".....	A-K 50	U	104	26	1	131	212
".....	L-Z 50	U	57	20		77	116
".....	A-K 51	U	103	17		120	182
".....	L-Z 51	U	74	24		98	146
".....	A-K 52	U	94	33		127	208
".....	L-Z 52	U	64	20		84	156
".....	A-K 53	U	86	35		121	203
".....	L-Z 53	U	78	23		101	163
".....	A-K 54	U	90	35	1	126	185
".....	L-Z 54	U	81	25		106	163
".....	A-K 55	U	84	29	2	115	164
".....	L-Z 55	U	73	41	1	115	172
".....	56	U	95	32		127	241
".....	57	U	88	47		135	240
".....	A-K 58	U	103	36	2	141	222
".....	L-Z 58	U	70	14		84	138
".....	A-K 59	U	95	26		121	183
".....	L-Z 59	U	94	23	1	118	171
".....	A-K 60	U	93	22	2	117	178
".....	L-Z 60	U	105	45	3	153	209
".....	A-K 61	U	87	42	2	131	199
".....	L-Z 61	U	64	26	2	92	153
".....	62	U	155	34		189	283
".....	63	U	67	14		81	212
St-Flore.....	A-F 64	R	64	50		114	396
".....	G-Z 64	R	81	78	3	162	
".....	65	R	111	54	2	167	
".....	A-F 66	R	66	7		73	311
".....	G-Z 66	R	107	12		119	
St-Flore East (Est).....	67	R	181	38		219	
St-Gérard des Laurentides.....	68	R	59	14		73	122
Trois-Rivières Advance (Pro- visoire).....		U	7	3		10	
Totals—Totaux.....	120		11,384	5,737	142	17,263	25,081

Majority for } Arthur Bettez, 5,647.  
Majorité pour }



## VAUDREUIL—SOULANGES

Population—1921, 21,620

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Eugène Leroux	Lawrence Alexander Wilson			
Ile Perrot South (Sud).....	1	R	25	63		88	164
“ North (Nord).....	2	R	18	105		123	186
Vaudreuil Village.....	3	R	49	121		170	176
MacNaughton..... A-M	4	R	30	96		126	190
Hudson.....	5	R	103	76	3	182	298
Como.....	6	R	69	67		136	196
Rigaud Town (Ville).....	7	R	28	134	2	164	259
“ “.....	8	R	46	75	1	122	172
Pointe Fortune.....	9	R	17	103	2	122	206
VAUDREUIL PARISH (PAROISSE)							
Côte Double.....	10	R	38	88		126	186
Petite Côte.....	11	R	35	172		207	284
Le Fief.....	12	R	7	36		43	59
Dorion Town (Ville).....	13	R	85	130		215	298
“ “.....	14	R	32	115		147	185
RIGAUD PARISH (PAROISSE)							
Petit Brulé.....	15	R	12	95		107	151
St-Thomas.....	16	R	9	116	4	129	225
L'Anse.....	17	R	24	141		165	291
STE-MARTHE PARISH (PAROISSE)							
East (Est).....	18	R	10	82		92	147
Ste-Marie.....	19	R	23	90		113	198
Très St-Rédempteur.....	20	R	44	82		126	165
STE-JUSTINE PARISH (PAROISSE)							
West (Ouest).....	21	R	28	51		79	129
Piverhill.....	22	R	37	56		93	173
Magasin Rouge.....	23	R	7	54		61	88
St-Lazare Village.....	24	R	28	97		125	243
ST-LAZARE PARISH (PAROISSE)							
Côte St-Louis.....	25	R	25	108		133	216
Ste-Angélique.....	26	R	13	78	1	92	144
Ste-Justine Parish East (Pa- roisse Est).....	27	R	28	95		123	214
Soulanges Village.....	28	R	58	137	1	196	230
St-Joseph de Soulanges Parish (Paroisse).....	29	R	53	74		127	147
St-Joseph de Soulanges, St- Féréol).....	30	R	79	80		159	160
St-Joseph de Soulanges, St-Do- minique.....	31	R	51	51	1	103	152
Coteau du Lac Village.....	32	R	4	160	1	165	222
COTEAU DU LAC PARISH (PA- ROISSE)							
Sur le fleuve.....	33	R	23	120		143	200
Pont Château.....	34	R	17	145		162	218
Coteau Landing Village.....	35	R	58	146	1	205	244
Coteau Station East (Est).....	36	R	41	106		147	197
Coteau Station West (Ouest).....	37	R	43	129		172	261
St-Clet Village East (Est).....	38	R	42	125	1	168	230
“ West (Ouest).....	39	R	40	135	1	176	247
St-Polycarpe Village.....	40	R	42	143		185	267

VAUDREUIL—SOULANGES—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Eugène Leroux	Lawrence Alexander Wilson			
ST-POLYCARPE PARISH (PAROISSE)							
Ste-Marie.....	41	R	23	127		150	245
Bas de la Rivière.....	42	R	16	82	1	99	205
Ste-Catherine.....	43	R	10	69		79	138
ST-TÉLESPHORE PARISH (PAROISSE)							
Dalhousie.....	44	R	9	137	1	147	274
Village.....	45	R	29	134		163	297
Rivière Beaudette.....	46	R	12	82		94	141
Ste-Claire d'Assise Parish (Paroisse).....	47	R	9	116		125	189
St-Zotique Village.....	48	R	25	59		84	108
" Parish (Paroisse).....	49	R	29	48		77	166
Ile Perrot—Paincourt.....	50	R	35	65		100	128
Ste-Marthe Parish (Paroisse) West (Ouest).....	51	R	20	116	1	137	192
Cascade Pointe.....	52	R	92	76		168	205
St-Joseph de Soulanges Parish (Paroisse) Haut du Fleuve.....	53	R	39	61		100	111
MacNaughton..... L-Z	54	R	49	69	4	122	199
Rigaud Town (Ville).....	55	R	30	73	1	104	178
Totals—Totaux.....	55		1,848	5,391	27	7,266	10,794

Majority for  
Majorité pour } Lawrence Alexander Wilson, 3,543.



WRIGHT

Population—1921, 25,867

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	François Albert Labelle.	Fizalam William Perras.			
Aylmer East (Est).....	A-F 1	R	99	83		182	275
“.....	G-O 2	R	134	97		231	292
“.....	P-Z 2A	R	97	46		143	183
Aylmer West (Ouest).....	A-C 3	R	65	100	4	169	245
“.....	D-K 3A	R	114	103	3	220	328
“.....	L-N 4	R	135	81		216	303
“.....	O-Z 4A	R	97	114		211	303
Deschenes.....	5	R	75	66		141	158
Hull South (Sud).....	A-J 6	R	140	50		190	301
“.....	H-Z 6A	R	113	42		155	275
“.....	7	R	132	60		192	284
“.....	8	R	21	39		60	63
“.....	9	R	82	97		179	240
Hull West (Ouest).....	10	R	50	53		103	108
“.....	A-L 11	R	65	64		129	227
“.....	M-Z 12	R	57	74	4	135	196
Hull West Kirks Ferry.....	13	R	28	10		38	245
Chelsea Falls.....	13A	R	53	82	4	139	268
Hull West (Ouest) Farm Point.....	13B	R	118	74		192	206
Hull East (Est).....	14	R	39	29		68	90
Farmers Rapids.....	14A	R	57	119	3	179	320
Hull East (Est).....	A-L 15	R	57	101		158	219
“.....	M-Z 16	R	41	31		72	124
Eardley.....	17	R	126	45		171	234
“.....	18	R	106	91	3	200	222
“.....	18A	R	74	32	2	108	131
Wakefield Village.....	19	R	129	27		156	201
Wakefield.....	20	R	126	25	1	152	206
Wakefield North (Nord).....	20A	R	83	27		110	158
Wakefield Farrellton.....	21	R	78	86	1	165	205
Wakefield East (Est) St-Pierre.....	22	R	48	156		204	228
Masham South (Sud).....	A-K 23	R	43	170		213	273
“.....	L-Z 24	R	82	120	2	204	242
Masham North (Nord) Rupert.....	25	R	198	45	1	244	272
Low-Venosta.....	26	R	34	138		172	210
Low Station.....	27	R	78	89		167	207
“.....	28	R	42	115	3	160	238
Denholm.....	29	R	43	32		75	91
Aylwin-Kazubazua.....	30	R	122	72	4	198	258
Aylwin-Aylwin.....	31	R	126	30	1	157	197
Hincks-Lac Ste-Marie.....	32	R	92	106		198	252
Hincks-Ryanville.....	33	R	32	52		84	106
Wright.....	A-K 34	R	77	94		171	198
“.....	L-Z 35	R	96	145	0	247	268
Wright.....	36	R	42	75		117	148
Gracefield.....	37	R	35	137		172	189
Northfield.....	38	R	76	110		186	215
Blake.....	39	R	21	64	7	92	92
Bouchette.....	40	R	55	171		226	286
Messines.....	A-L 41	R	84	133		217	275
“.....	M-Z 42	R	45	92	1	138	144
Bouchette South (Sud).....	43	R	57	101		158	217
Cameron.....	44	R	82	201	3	286	344
Maniwaki.....	45	R	60	125	1	186	237
“.....	46	R	83	121	5	209	263
“.....	47	R	90	106		196	260
“.....	47A	R	52	78		130	178
Kensington.....	48	R	101	110	1	212	261
“.....	49	R	28	19		47	59
Egan South (Sud).....	50	R	63	102		165	226
Monterf.....	51	R	90	198	2	290	313
“.....	51A	R	15	93		108	113
Boisfranc.....	52	R	73	87	5	165	189
Lytton.....	53	R	11	138	2	151	200

WRIGHT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	François Albert Labelle.	Fizalam William Perras.			
Aumond.....	54	R	29	152	.....	181	195
“.....	54A	R	24	104	.....	128	128
Sicotte.....	55	R	18	24	.....	42	59
Baskatong.....	56	R	47	44	.....	91	150
Baskatong Lake.....	57	R	2	0	.....	2	104
Betobee Dam.....	A-K	R	56	34	.....	90	252
“.....	L-Z	R	62	19	3	84	300
Totals—Totaux.....	71	.....	5,105	5,950	72	11,127	15,007

Majority for } Fizalam William Perras, 845.  
Majorité pour }



## YAMASKA

Population—1921, 13,507

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Aimé Boucher	Joseph Félix Frédéric Boulais			
Pierreville Village.....	1	R	111	80		191	217
" ".....	2	R	70	82		152	153
" ".....	3	R	113	128		241	270
" Parish (Paroisse)....	4	R	77	56		133	156
" ".....	5	R	63	117	1	181	210
Notre-Dame-de-Pierreville....	6	R	106	93		199	237
" ".....	7	R	88	46		134	154
St-Joseph-de-la-Baie.....	8	R	82	125	5	212	225
Baieville.....	9	R	87	135		222	257
St-Antoine-de-la-Baie.....	10	R	32	177		209	228
" ".....	11	R	40	63	5	108	121
St-Elphège.....	12	R	147	66	1	214	236
La Visitation.....	13	R	123	95		218	245
St-Zéphirin.....	14	R	66	101	2	169	177
" ".....	14A	R	27	126		153	168
" ".....	15	R	58	132		190	215
St-Joachim.....	16	R	108	99		207	226
St-François-du-Lac Village....	17	R	66	67	2	135	153
" ".....	18	R	85	67		152	173
St-François-du-Lac Parish (Pa- roisse).....	19	R	57	46	5	108	121
" ".....	20	R	59	44		103	113
" ".....	21	R	47	153		200	230
St-Gérard.....	22	R	130	30	4	164	172
St-David.....	23	R	61	83	1	145	164
" ".....	23A	R	69	46	2	117	136
" ".....	24	R	83	59		142	166
" ".....	25	R	92	26		128	163
Yamaska.....	26	R	141	96		237	270
" ".....	27	R	139	23		162	168
" ".....	28	R	198	29		227	247
St-Pie-de-Guire.....	29	R	103	52	1	155	188
" ".....	30	R	71	44		115	151
St-Bonaventure.....	31	R	70	110		189	220
" ".....	31A	R	70	65	1	136	165
" ".....	32	R	63	23		86	103
St-Guillaume Village.....	33	R	99	90	5	194	194
" ".....	34	R	112	52		164	216
St-Guillaume Parish (Paroisse)	35	R	51	17	1	69	85
" ".....	36	R	53	52		105	126
" ".....	37	R	105	43		148	191
" ".....	38	R	69	34		103	123
Totals—Totaux.....	41		3,500	3,082	36	6,618	7,534

Majority for }  
Majorité pour } Aimé Boucher, 418.

**CARTIER**

Population—1921, 48,869

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michael Buhay.	Samuel William Jacobs.	Paul Ernest Parent.	Louis Wolfe.				
<b>MONTREAL CITY (CITÉ)</b>										
St-Lawrence Ward (Quartier)	1	U	1	27	25	25		10	88	141
" "	2	U	0	50	17	11		2	80	135
" "	3	U	3	86	46	16		6	157	215
" "	4	U	2	92	34	23		6	157	213
" "	5	U	1	134	36	27		5	203	297
" "	6	U	3	73	13	12		10	111	191
" "	7	U	1	110	35	24		5	175	290
" "	8	U	0	20	4	35		5	64	113
" "	9	U	0	20	16	16		1	53	75
" "	10	U	2	66	13	17		2	100	149
" "	11	U	2	39	16	8			65	108
" "	12	U	1	64	11	10		1	87	123
" "	13	U	0	53	13	19		14	99	149
" "	14	U	0	31	23	13		2	69	106
Crémazie Ward (Quartier)....	15	U	1	66	35	7		2	111	147
" "	16	U	16	55	27	9		1	108	134
" "	17	U	1	52	21	7		3	84	120
" "	18	U	3	41	8	6		6	64	145
" "	19	U	2	17	4	10		3	36	75
" "	20	U	3	19	6	14		6	48	112
" "	21	U	8	53	6	16		2	85	146
" "	22	U	3	88	21	19		3	134	214
" "	23	U	0	33	8	13		2	56	86
" "	24	U	2	76	30	24		4	136	237
" "	25	U	0	51	14	10			75	117
" "	26	U	1	77	26	19		3	126	203
" "	27	U	5	67	43	32			147	256
" "	28	U	5	29	29	13			76	131
" "	29	U	3	17	7	11			38	79
St-Louis Ward (Quartier).....	30	U	8	58	2	28		1	97	167
" "	31	U	13	65	8	26		3	115	200
" "	32	U	8	64	13	36		1	122	186
" "	33	U	10	75	25	52			162	269
" "	34	U	2	68	39	31		2	142	190
" "	35	U	0	81	99	40			220	287
" "	36	U	3	66	52	58		2	181	253
" "	37	U	9	57	20	44		4	134	209
" "	38	U	2	67	36	26			131	221
" "	39	U	10	51	32	42		3	138	179
" "	39A	U	9	61	11	24		3	108	133
" "	40	U	19	53	47	4		2	125	195
" "	51	U	22	77	12	51		6	168	278
" "	42	U	18	76	5	42			141	238
" "	43	U	7	27	8	25			67	118
" "	44	U	22	57	0	62			141	214
" "	45	U	18	76	1	46			141	225
" "	46	U	22	62	16	24		5	119	169
" "	47	U	17	48	1	46		2	114	148
" "	48	U	23	65	14	82			184	269
" "	49	U	4	63	12	46			125	214
" "	50	U	20	88	29	36		8	181	237
" "	51	U	5	60	49	18			132	163
" "	52	U	2	57	43	16		4	122	170
" "	53	U	13	47	10	38		3	111	181
" "	54	U	19	37	12	32			100	154
St-Jean-Baptiste Ward (Quar- tier).....	55	U	1	55	65	25			146	215
" "	56	U	6	48	34	29			117	159
" "	57	U	4	78	48	34		1	165	232
" "	58	U	14	54	21	25		1	115	192
" "	59	U	16	78	19	23		7	143	221
" "	60	U	22	48	10	36		5	121	218



CARTIER—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michael Buhay.	Samuel William Jacobs.	Paul Ernest Parent.	Louis Wolfe.				
MONTREAL CITY (CITÉ)										
St-Jean-Bap. Ward (Quartier)	61	U	11	65	10	25		11	122	201
" "	62	U	11	58	14	18		3	104	201
" "	63	U	17	45	9	27		2	100	189
" "	64	U	19	75	2	26			122	200
" "	65	U	7	75	4	37		9	132	213
" "	66	U	19	91	12	58		1	181	245
" "	67	U	15	100	5	58			178	289
" "	68	U	4	54	13	26		2	99	147
" "	69	U	5	43	10	15		2	75	116
" "	70	U	17	30	20	28		4	99	210
" "	71	U	15	30	35	21		18	119	184
" "	72	U	17	41	18	32			108	114
" "	73	U	5	69	54	22			150	230
" "	74	U	1	30	83	19		8	141	184
" "	74A	U	2	25	48	7		1	83	121
" "	75	U	4	43	94	15		6	162	239
" "	76	U	5	40	42	12			99	141
" "	77	U	6	83	40	27		5	161	237
" "	78	U	3	55	69	11		9	147	204
" "	79	U	12	63	19	11			105	193
" "	80	U	8	45	6	32		1	92	146
" "	81	U	8	53	23	22		12	118	184
" "	82	U	7	42	10	25		11	95	179
" "	83	U	2	68	10	15			95	136
" "	84	U	9	78	11	53		4	155	243
" "	85	U	6	80	0	55		5	146	246
Advance (Provisoire).....		U	0	4	2	2			8	
Totals—Totaux.....	88		672	5,048	2,043	2,312		281	10,356	16,003

Majority for } Samuel William Jacobs over (sur) { Louis Wolfe, 2,736.  
 Majorité pour } Paul Ernest Parent, 3,005.  
 Michael Buhay, 4,376.

## HOCHELAGA

Population—1921, 67,836

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Jean-Marie Mastai Georges Cardinal	Edouard Charles St-Père	Joseph Thomas Ulric Simard					
Montreal City (Cité).....	1	U	0	35	19				54	65
" ".....	2	U	1	77	22				100	158
" ".....	2A	U	0	80	11				91	149
" ".....	3	U	5	155	10				170	238
" ".....	4	U	3	154	24			1	182	264
" ".....	5	U	1	135	13			1	150	238
" ".....	5A	U	4	131	19				154	230
" ".....	6	U	1	161	12			1	175	256
" ".....	6A	U	1	125	19				145	236
" ".....	7	U	0	14	0			3	17	49
" ".....	8	U	4	43	2				49	80
" ".....	10	U	3	151	8			2	164	247
" ".....	11	U	5	102	11			3	122	164
" ".....	11A	U	7	82	11				100	157
" ".....	12	U	1	153	7				161	240
" ".....	12A	U	2	117	12			1	132	201
" ".....	13	U	4	151	16				171	237
" ".....	13A	U	6	147	18				171	229
" ".....	14	U	2	96	14				112	160
" ".....	14A	U	0	88	20				108	147
" ".....	15	U	2	82	16				100	134
" ".....	15A	U	0	92	14				106	177
" ".....	16	U	1	96	18			1	116	166
" ".....	16A	U	6	88	19				113	151
" ".....	17	U	2	70	5				77	129
" ".....	18	U	7	110	7				124	198
" ".....	18A	U	3	111	21				135	213
" ".....	19	U	0	67	22			1	90	160
" ".....	19A	U	3	77	27				107	177
" ".....	20	U	5	96	21				122	200
" ".....	20A	U	0	77	19				96	160
" ".....	21	U	2	150	20			1	173	250
" ".....	21A	U	3	152	24				179	250
" ".....	22	U	0	71	4			1	76	169
" ".....	23	U	4	88	14				106	181
" ".....	23A	U	0	75	10				85	136
" ".....	24	U	3	68	11				82	124
" ".....	24A	U	7	99	17			2	125	184
" ".....	25	U	3	105	7				115	165
" ".....	25A	U	0	124	18				142	197
" ".....	26	U	1	172	17				190	275
" ".....	27	U	0	107	12				119	169
" ".....	28	U	3	145	28				176	282
" ".....	29	U	0	58	1			2	61	109
" ".....	30	U	1	144	9			6	160	282
" ".....	31	U	3	60	3				66	298
" ".....	31A	U	6	68	8			1	83	128
" ".....	32	U	4	114	13			3	134	207
" ".....	33	U	3	169	11				183	279
" ".....	34	U	9	159	11			4	183	302
" ".....	35	U	4	121	18			1	144	242
" ".....	35A	U	0	88	9			2	99	172
" ".....	36	U	0	66	8			4	78	187
" ".....	37	U	1	74	15				90	138
" ".....	38	U	3	148	19				170	274
" ".....	39	U	3	108	17				128	186
" ".....	39A	U	2	111	12				125	183
" ".....	40	U	7	121	14				142	192
" ".....	40A	U	1	112	9				122	174
" ".....	41	U	5	88	13				106	163
" ".....	41A	U	4	135	17			3	159	228
" ".....	42	U	8	125	13				146	225
" ".....	42A	U	8	107	20				135	194
" ".....	43	U	6	75	12				93	154
" ".....	43A	U	5	89	9			1	104	175



## HOCHELAGA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Jean-Marie Mastai Georges Cardinal	Edouard Charles St-Pere	Joseph Thomas Ulric Sinard					
Montreal City (Cité).....	44	U	2	90	22	1	115	169		
“ “.....	44A	U	2	110	11	1	124	174		
“ “.....	45	U	6	124	24		154	278		
“ “.....	46	U	1	90	15		106	208		
“ “.....	47	U	1	99	7	5	112	158		
“ “.....	48	U	4	145	32	1	182	253		
“ “.....	48A	U	3	81	12		96	145		
“ “.....	49	U	4	168	16		188	306		
“ “.....	49A	U	7	99	14		120	182		
“ “.....	50	U	3	127	14		144	241		
“ “.....	52	U	0	27	3		30	116		
“ “.....	53	U	2	76	12		90	174		
“ “.....	54	U	4	48	12		64	113		
“ “.....	55	U	1	121	19		141	158		
“ “.....	56	U	4	66	15		85	153		
“ “.....	56A	U	9	79	11		99	153		
“ “.....	57	U	5	125	33		163	281		
“ “.....	58	U	1	89	6		96	145		
“ “.....	58A	U	0	85	3		88	159		
“ “.....	59	U	3	122	19		144	252		
“ “.....	60	U	5	72	13	1	91	141		
“ “.....	60A	U	4	94	11		109	160		
“ “.....	61	U	1	84	9	12	106	201		
“ “.....	62	U	1	11	15		27	73		
“ “.....	63	U	12	63	17		92	171		
“ “.....	65	U	7	134	18		159	241		
“ “.....	66	U	0	104	22	27	153	217		
“ “.....	67	U	3	97	10		110	155		
“ “.....	67A	U	0	106	25	1	132	193		
“ “.....	68	U	2	117	24	2	145	202		
“ “.....	68A	U	2	116	14	1	133	198		
“ “.....	69	U	7	125	26	3	161	278		
“ “.....	70	U	2	77	7	4	90	214		
“ “.....	71	U	0	169	17	7	193	289		
“ “.....	72	U	2	202	6		210	305		
“ “.....	73	U	3	105	4		112	165		
“ “.....	73A	U	0	124	10	1	135	205		
“ “.....	74	U	1	120	6		127	195		
“ “.....	74A	U	3	97	20		120	176		
“ “.....	75	U	0	124	17		141	206		
“ “.....	76	U	0	132	9		141	226		
“ “.....	77	U	2	153	21		176	262		
“ “.....	78	U	0	116	12	3	131	195		
“ “.....	79	U	1	106	4	1	112	172		
“ “.....	80	U	1	102	17	2	122	195		
“ “.....	81	U	3	146	21		170	212		
“ “.....	81A	U	5	157	21		183	227		
“ “.....	82	U	0	90	11	1	102	148		
“ “.....	82A	U	1	101	5		107	159		
“ “.....	83	U	1	78	10		89	141		
“ “.....	83A	U	1	90	13	1	105	151		
“ “.....	84	U	7	103	25		135	194		
“ “.....	84A	U	3	62	24	3	92	139		
“ “.....	85	U	6	117	24		147	258		
“ “.....	86	U	2	78	11	3	94	144		
“ “.....	86A	U	2	65	26		93	149		
“ “.....	87	U	7	91	9		107	156		
“ “.....	87A	U	4	85	7		96	164		
“ “.....	88	U	3	61	16	1	81	130		
“ “.....	88A	U	8	51	27		86	172		
“ “.....	89	U	6	95	10	2	113	181		
“ “.....	89A	U	6	97	4		107	167		
“ “.....	90	U	5	107	43	1	156	285		
“ “.....	91	U	4	90	17		120	192		
“ “.....	91A	U	3	90	23		116	188		

## HOCHELAGA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Jean-Marie Mastal Georges Cardinal	Edouard Charles St-Père	Joseph Thomas Ulric Simard					
Montreal City (Cité).....	92	U	1	95	17		113	167		
“ “.....	92A	U	1	96	13	2	112	175		
“ “.....	93	U	3	161	32		196	295		
“ “.....	94	U	7	102	14	2	125	189		
“ “.....	94A	U	4	118	15		137	180		
“ “.....	95	U	5	138	12	1	156	229		
“ “.....	95A	U	3	88	19	1	111	183		
“ “.....	96	U	0	102	14	3	119	194		
“ “.....	96A	U	6	88	18		112	178		
“ “.....	97	U	4	110	11	3	128	239		
“ “.....	98	U	1	83	16	1	101	204		
“ “.....	99	U	2	83	14		99	174		
“ “.....	100	U	2	69	17	2	90	164		
“ “.....	101	U	7	87	16	1	111	193		
“ “.....	101A	U	2	63	22		87	164		
“ “.....	102	U	2	101	31	1	135	180		
“ “.....	102A	U	4	125	29		158	213		
“ “.....	103	U	4	103	22		129	260		
“ “.....	104	U	3	74	27		104	184		
“ “.....	104A	U	5	92	30	1	128	229		
“ “.....	105	U	3	77	21		101	186		
“ “.....	105A	U	4	63	37		104	219		
“ “.....	106	U	3	64	25	2	94	142		
“ “.....	107	U	14	112	21		147	245		
“ “.....	108	U	3	132	20	4	159	245		
“ “.....	109	U	4	86	30		120	207		
“ “.....	110	U	2	62	13	1	78	144		
“ “.....	110A	U	1	77	25		103	181		
“ “.....	111	U	4	90	8	1	103	168		
“ “.....	112	U	4	72	19		95	169		
“ “.....	112A	U	7	75	21	6	109	170		
Advance (Provisoire).....		U	0	8	0		8			
Totals—Totaux.....	162		502	16,339	2,530	162	19,533	30,976		

Majority for } Edouard Charles St-Père over (sur) { Joseph Thomas Ulric Simard, 13,809.  
 Majorité pour } Jean-Marie Mastal Georges Cardinal, 15,837.



## JACQUES-CARTIER

Population—1921, 70,856

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Esioff Léon Patenaude.	J. Théodule Rhéaume.			
Lachine.....	1	U	120	28		148	186
".....	1A	U	118	57		175	221
".....	2	U	156	35		191	239
".....	2A	U	169	43		212	275
".....	3	U	166	74	2	242	300
".....	4	U	99	76	4	179	223
".....	5	U	54	72		126	160
".....	6	U	82	77	2	161	202
".....	7	U	71	80		151	182
".....	8	U	53	90		143	175
".....	8A	U	47	70		117	147
".....	9	U	80	82		162	195
".....	9A	U	100	84		184	225
".....	10	U	76	111	3	190	234
".....	10A	U	63	119		182	241
".....	11	U	45	68		113	151
".....	11A	U	33	91		124	141
".....	12	U	82	128		210	267
".....	13	U	70	84	2	156	183
".....	13A	U	59	99		158	192
".....	14	U	80	96		176	219
".....	14A	U	69	58		127	165
".....	15	U	74	81	2	157	196
".....	16	U	87	138		225	326
".....	17	U	36	56		92	123
".....	18	U	54	103		157	220
".....	18A	U	58	122	1	181	228
".....	19	U	67	119	1	187	210
".....	20	U	73	76	1	150	180
".....	20A	U	45	100		145	196
".....	21	U	43	30		73	94
".....	22	U	54	68		122	157
".....	23	U	38	93	1	132	155
".....	23A	U	43	95	2	140	171
".....	24	U	54	66	2	122	142
".....	24A	U	44	100	2	146	185
".....	25	U	95	121	1	217	278
".....	26	U	70	69	1	140	167
".....	27	U	67	64	1	132	164
".....	27A	U	82	68	1	151	190
".....	28	U	85	39		124	167
".....	28A	U	106	57	1	164	198
Lasalle.....	A-K	R	71	101		172	235
".....	L-Z	R	85	85		170	212
".....	A-K	R	46	102	2	150	173
".....	L-Z	R	46	89	1	136	174
St-Pierre.....	30	U	90	102	2	194	232
".....	30A	U	53	69	1	123	164
".....	31	U	49	125		174	197
".....	31A	U	44	65	1	110	126
".....	32	U	68	59		127	144
".....	32A	U	89	94	1	184	202
".....	33	U	49	97	2	148	163
".....	33A	U	66	120	2	188	210
".....	34	U	135	79	1	215	242
Dorval Town (Ville).....	35	R	161	70		231	322
".....	35A	R	142	78		220	300
".....	36	R	74	129		203	256
".....	36A	R	85	113	1	199	243
Dorval Parish (Paroisse).....	37	R	66	58		124	151
Pointe Claire Town (Ville).....	38	R	79	99	2	180	214
".....	38A	R	73	115		188	189
".....	39	R	160	83		243	271
".....	39A	R	146	101		247	272
".....	40	R	156	63		219	309

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Esioff Léon Patenaude.	J. Théodule Rhéaume.			
Pointe Claire Town (Ville)....	40A	R	136	40	2	178	246
" " .....	41	R	127	105	9	241	306
" " .....	41A	R	126	108	1	235	280
" " .....	41B	R	130	64		194	246
Pointe Claire Parish (Paroisse)	42	R	15	226	1	242	277
Beaconsfield.....	43	R	112	66	1	179	230
" " .....	43A	R	131	79		210	275
Baie d'Urfé.....	44	R	60	42	2	104	119
Ste-Anne Parish (Paroisse)....	45	R	77	29		106	144
" " .....	46	R	91	39	1	131	179
" " .....	47	R	24	34		58	65
Ste-Anne Town (Ville).....	48	R	52	100		152	167
" " .....	48A	R	88	100		188	227
" " .....	49	R	93	91		184	243
" " .....	50	R	77	72		149	177
" " .....	50A	R	81	111		192	200
" " .....	51	R	110	69		179	234
" " .....	51A	R	106	57		163	217
Senneville.....	52	R	104	48		152	191
" " .....	52A	R	90	31	1	122	165
Ste-Geneviève Parish (Paroisse)	53	R	52	139	3	194	215
" " .....	54	R	98	103		201	227
Désormeaux.....	54A	R	26	101	1	128	138
Ile Bizard.....	55	R	54	46	2	102	121
" " .....	55A	R	84	119	1	204	242
Ste-Geneviève Village.....	56	R	68	49	5	122	148
Ste-Geneviève de Pierrefonds.	57	R	54	157	3	214	237
Roxboro.....	58	R	4	13		17	24
Sarraguay.....	59	R	38	24		62	72
St-Laurent Parish (Paroisse)...	60	R	90	71		161	200
" " .....	61	R	87	123	5	215	242
" " .....	62	R	68	59		127	147
Côte St-Luc.....	63	R	158	42	3	203	226
St-Laurent Town (Ville).....	64	U	147	98	7	252	284
" " .....	64A	U	126	102		228	268
" " .....	65	U	181	74	2	257	291
" " .....	66	U	129	83	1	213	244
" " .....	67	U	109	130	2	241	295
" " .....	68	U	111	146		257	291
" " .....	69	U	123	106		229	245
Verdun.....	70	U	96	132	17	245	305
" " .....	71	U	83	119		202	250
" " .....	72	U	76	66	1	143	188
" " .....	72A	U	68	94	5	167	215
" " .....	73	U	92	43		135	176
" " .....	74	U	70	62	1	133	174
" " .....	74A	U	55	97	3	155	201
" " .....	75	U	105	98	12	215	263
" " .....	76	U	74	58	1	133	181
" " .....	76A	U	63	67	4	134	181
" " .....	77	U	64	56		120	166
" " .....	77A	U	71	52	1	124	169
" " .....	78	U	53	36		89	109
" " .....	79	U	56	13		69	81



JACQUES-CARTIER—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Esioff Léon Patenaude.	J. Théodule Rhéaume.			
Verdun	85A	U	140	71	1	212	262
"	86	U	131	52	1	184	243
"	86A	U	141	68		209	279
"	87	U	174	81		255	290
"	87A	U	166	56		222	274
"	88	U	167	85	2	254	303
"	88A	U	185	74	8	267	311
"	89	U	141	25	27	193	230
"	90	U	143	58	8	209	257
"	90A	U	138	53		191	233
"	91	U	24	18		42	52
"	92	U	142	59		201	234
Youville	100	U	39	205	24	268	350
"	101	U	49	205	1	255	323
"	102	U	33	73	1	107	120
MONTREAL CITY (CITÉ)							
Ahuntsic	103	U	49	73		122	133
"	104	U	61	154		215	244
"	104A	U	45	120		165	181
"	105	U	68	159	17	244	312
Bordeaux	106	U	49	141	3	193	222
"	106A	U	43	100	1	144	154
"	107	U	75	151	5	231	260
"	107A	U	48	122	4	174	199
Cartierville	108	U	52	101		153	182
"	108A	U	61	68	2	131	158
"	109	U	96	130	4	230	256
"	109A	U	91	99		190	229
"	110	U	83	110	2	195	239
"	110A	U	39	66		105	139
Notre-Dame de Grâces	111	U	24	74		98	116
"	112	U	36	132		168	183
"	112A	U	27	104	4	135	145
"	113	U	36	130	4	170	196
"	114	U	15	59	7	81	101
"	115	U	33	34	3	70	82
"	116	U	154	41		195	234
"	116A	U	120	35		155	205
"	117	U	40	27		67	118
Côte St-Paul, —Émard	118	U	77	117		194	238
"	118A	U	83	134	1	218	277
"	119	U	71	98		169	170
"	119A	U	114	129		243	291
"	120	U	78	90		177	205
"	120A	U	103	151	10	264	312
"	121	U	83	181	4	268	374
"	121A	U	61	167		228	275
"	122	U	49	122	2	173	202
"	122A	U	51	152		203	266
"	123	U	37	87		124	221
"	123A	U	51	93		144	261
"	124	U	96	132	3	231	274
"	124A	U	81	158		239	299
"	125	U	40	113		153	171
"	125A	U	48	140	2	190	215
"	126	U	66	155	9	230	276
"	126A	U	57	140		197	278
"	126B	U	89	104	4	197	231
"	127	U	27	108	1	136	279
"	127A	U	30	150		180	242
"	128	U	74	170		244	311
"	128A	U	44	190		234	290
"	128B	U	81	150	1	232	276

JACQUES-CARTIER—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Esioff Léon Patenaude.	J. Théodule Rhéaume.			
MONTREAL CITY (CITÉ)							
Côte St-Paul,—Émard.....	129	U	54	120	2	176	368
“ “ .....	129A	U	30	77	1	108	231
“ “ .....	130	U	76	125		201	239
“ “ .....	130A	U	69	134		203	243
“ “ .....	131	U	82	119		201	227
“ “ .....	131A	U	80	110	4	194	251
“ “ .....	132	U	72	151	1	224	268
“ “ .....	132A	U	83	164		247	306
“ “ .....	133	U	75	100	4	179	218
“ “ .....	133A	U	91	106	1	198	233
“ “ .....	134	U	21	43	1	65	73
“ “ .....	135	U	67	78	1	146	174
“ “ .....	135A	U	61	99	1	161	194
Lachine Advance (Provisoire).....		U	2	0		2	
Verdun Advance (Provisoire).....		U	21	11		32	
Cartierville advance (Provi- soire).....		U	11	9		20	
Totals—Totaux.....	208		16, 602	18, 755	349	35, 706	44, 197

Majority for } J. Théodule Rhéaume, 2,153.  
Majorité pour }





## LAURIER-OUTREMONT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Jean Edouard Charles Bumbray	Joseph Alexandre Mercier			
Montreal City (Cité)—Con.							
St. John Ward (Quartier).....	53	U	60	61	.....	121	157
" " ".....	53A	U	59	51	.....	110	150
" " ".....	54	U	111	101	2	214	279
" " ".....	55	U	114	81	.....	195	264
" " ".....	55A	U	129	58	.....	187	289
" " ".....	56	U	95	41	2	138	182
" " ".....	57	U	82	47	.....	129	170
" " ".....	58	U	68	36	.....	104	183
" " ".....	59	U	78	69	.....	147	221
" " ".....	60	U	69	42	.....	111	140
" " ".....	61	U	71	38	.....	109	160
" " ".....	62	U	85	103	3	191	241
" " ".....	63	U	22	66	1	89	105
" " ".....	64	U	30	111	.....	141	179
" " ".....	65	U	26	86	1	113	148
" " ".....	65A	U	34	99	.....	133	164
" " ".....	66	U	17	109	1	127	164
" " ".....	66A	U	20	105	1	126	167
" " ".....	67	U	20	144	1	165	217
" " ".....	68	U	29	159	3	191	278
" " ".....	69	U	27	118	3	148	177
" " ".....	70	U	23	109	.....	132	187
" " ".....	71	U	26	153	.....	179	262
" " ".....	72	U	31	210	3	244	289
" " ".....	73	U	21	86	.....	107	176
" " ".....	74	U	39	123	.....	162	213
" " ".....	75	U	17	144	.....	161	212
" " ".....	76	U	33	154	3	190	248
" " ".....	77	U	27	35	3	65	128
" " ".....	78	U	56	35	.....	91	104
" " ".....	79	U	43	122	.....	165	209
" " ".....	80	U	29	85	7	121	186
" " ".....	81	U	24	95	1	120	185
" " ".....	82	U	25	143	3	171	208
" " ".....	83	U	20	109	.....	129	155
" " ".....	84	U	16	106	.....	122	156
" " ".....	85	U	30	89	5	124	168
" " ".....	86	U	19	88	1	108	133
" " ".....	87	U	33	105	2	140	179
" " ".....	88	U	32	97	.....	129	188
" " ".....	89	U	44	37	5	86	122
" " ".....	90	U	12	32	2	46	62
" " ".....	91	U	46	58	8	112	169
Outremont City (Cité).....	92	U	16	32	1	49	75
" " ".....	93	U	92	100	.....	192	268
" " ".....	94	U	109	97	1	207	241
" " ".....	94A	U	104	61	3	168	285
" " ".....	95	U	75	73	.....	148	195
" " ".....	95A	U	64	32	1	97	125
" " ".....	96	U	86	132	.....	218	268
" " ".....	97	U	94	97	.....	191	257
" " ".....	98	U	85	103	1	189	228
" " ".....	98A	U	89	73	.....	162	221
" " ".....	99	U	129	83	7	219	295
" " ".....	99A	U	99	95	.....	194	265
" " ".....	100	U	83	68	.....	151	205
" " ".....	100A	U	73	44	.....	117	185
" " ".....	101	U	96	85	3	184	285
" " ".....	101A	U	96	78	.....	174	251
" " ".....	102	U	92	100	.....	192	274
" " ".....	102A	U	78	55	1	134	201
" " ".....	103	U	96	85	.....	181	245
" " ".....	103A	U	69	46	1	116	175



## LAURIER-OUTREMONT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Jean Edouard Charles Bumbray	Joseph Alexandre Mercier			
MONTREAL CITY (CITÉ)—Con.							
Outremont, City (Cité)—Con.	104	U	104	73		177	254
" " " " " " " "	104A	U	104	48	3	155	222
" " " " " " " "	105	U	87	61		148	194
" " " " " " " "	106	U	61	104		165	248
" " " " " " " "	106A	U	52	40	2	94	144
" " " " " " " "	107	U	71	109	1	181	270
" " " " " " " "	107A	U	65	87	4	156	197
" " " " " " " "	108	U	57	111	1	169	183
" " " " " " " "	109	U	1	2		3	52
" " " " " " " "	110	U	66	69	2	137	175
" " " " " " " "	110A	U	47	49	4	100	145
" " " " " " " "	111	U	92	60	1	153	229
" " " " " " " "	111A	U	52	76		128	185
" " " " " " " "	112	U	55	99		154	211
" " " " " " " "	112A	U	40	70	1	111	143
" " " " " " " "	113	U	69	86	1	156	239
" " " " " " " "	113A	U	55	45		100	147
" " " " " " " "	114	U	35	114		149	201
" " " " " " " "	115	U	75	88	3	166	259
" " " " " " " "	115A	U	43	55		98	161
" " " " " " " "	116	U	75	90		165	244
" " " " " " " "	116A	U	40	57	2	99	149
" " " " " " " "	117	U	54	93		147	199
" " " " " " " "	117A	U	36	45	3	84	119
" " " " " " " "	118	U	91	69		160	230
Totals—Totaux.....	150	.....	8,342	12,724	245	21,311	28,910

Majority for }  
Majorité pour } Joseph Alexandre Mercier, 4,382.

## MAISONNEUVE

Population—1921, 65,646

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Raoul Dumouchel	Clément Robitaille			
Advance (Provisoire).....		U	10	12		22	
Montreal City (Cité).....	1	U	31	132	1	164	226
" .....	1A	U	16	128	3	147	186
" .....	2	U	25	112	1	138	187
" .....	2A	U	22	143		165	220
" .....	3	U	13	110		123	161
" .....	3A	U	20	82		102	143
" .....	4	U	30	145		175	249
" .....	5	U	19	82		101	155
" .....	5A	U	20	55		75	189
" .....	6	U	17	78	6	101	161
" .....	6A	U	15	88		103	146
" .....	7	U	10	104		114	160
" .....	7A	U	15	93	6	114	158
" .....	8	U	26	129		155	212
" .....	8A	U	19	123	1	143	193
" .....	9	U	26	119		145	219
" .....	9A	U	30	140		170	253
" .....	10	U	25	170		195	281
" .....	11	U	25	142		167	228
" .....	11A	U	25	122		147	210
" .....	12	U	18	105		123	182
" .....	12A	U	11	100		111	163
" .....	13	U	16	189		205	278
" .....	13A	U	24	184		208	309
" .....	14	U	33	128	2	163	268
" .....	15	U	35	104		139	202
" .....	16	U	16	94		110	148
" .....	16A	U	13	97	2	112	151
" .....	17	U	45	119	1	165	245
" .....	18	U	15	109		124	187
" .....	19	U	21	143		164	274
" .....	20	U	53	98		151	213
" .....	20A	U	55	121	1	177	254
" .....	20B	U	39	86	17	142	194
" .....	21	U	46	119		165	221
" .....	21A	U	33	110		143	205
" .....	22	U	52	56	2	110	172
" .....	22A	U	44	47		91	153
" .....	23	U	62	61		123	213
" .....	24	U	64	88	5	157	213
" .....	24A	U	52	74		126	215
" .....	25	U	22	133		155	212
" .....	25A	U	56	142	7	205	280
" .....	26	U	29	114		143	189
" .....	26A	U	47	77		124	169
" .....	27	U	55	113		168	250
" .....	28	U	71	83		154	246
" .....	29	U	33	135		168	269
" .....	30	U	39	100	7	146	229
" .....	30A	U	40	111		151	255
" .....	31	U	33	109	1	143	220
" .....	32	U	23	109		132	237
" .....	33	U	12	118		130	182
" .....	33A	U	5	89	4	98	149
" .....	34	U	42	136	2	180	269
" .....	35	U	20	79		99	168
" .....	35A	U	18	98		116	186
" .....	36	U	17	92		109	209
" .....	37	U	19	136	1	156	240
" .....	38	U	73	60		133	195
" .....	39	U	42	80		122	193
" .....	40	U	60	49		109	181



## MAISONNEUVE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Raoul Dumouchel	Clément Robitaille			
Montreal City (Cité).....	40A	U	44	36		80	157
"	41	U	10	121		131	192
"	42	U	26	73	3	102	136
"	42A	U	25	81		106	157
"	43	U	24	30		54	75
"	44	U	24	118	1	143	203
"	45	U	25	90	2	117	165
"	46	U	46	88		134	199
"	47	U	27	74		101	190
"	48	U	68	69	1	138	211
"	48A	U	14	64		78	108
"	49	U	16	80		96	145
"	50	U	30	79		109	162
"	50A	U	16	77		93	135
"	51	U	24	134	2	160	247
"	52	U	32	157	4	193	270
"	53	U	17	177		194	281
"	54	U	8	130	1	139	236
"	55	U	8	91		99	179
"	56	U	56	106	1	163	256
"	57	U	8	92		100	141
"	57A	U	10	106	1	117	156
"	58	U	12	87		99	135
"	58A	U	9	126		135	190
"	59	U	13	89	1	103	141
"	59A	U	27	125		152	215
"	60	U	23	42		65	104
"	61	U	7	134		141	192
"	62	U	18	101		119	179
"	63	U	27	154		181	213
"	64	U	27	140		167	248
"	65	U	49	105		154	235
"	65A	U	68	87	2	157	268
"	66	U	58	90		148	251
"	67	U	31	73		104	157
"	67A	U	40	75	3	117	168
"	68	U	44	45		89	142
"	68A	U	31	63	2	96	156
"	69	U	31	50	2	83	150
"	70	U	43	142		185	264
"	71	U	62	66		128	193
"	71A	U	37	85		122	173
"	72	U	36	70	3	109	156
"	72A	U	39	104		143	200
"	73	U	43	71	3	117	163
"	73A	U	37	64		101	150
"	74	U	74	107		181	262
"	74A	U	42	126		168	254
"	75	U	70	66	3	139	218
"	76	U	29	69		98	155
"	76A	U	47	100	3	150	235
"	77	U	52	54		106	160
"	77A	U	49	84	1	134	208
"	78	U	62	41		103	169
"	79	U	41	154	5	201	288
"	80	U	43	95		138	209
"	81	U	28	137	4	169	264
"	82	U	27	144		171	263
"	83	U	17	76		93	149
"	83A	U	18	94	1	113	164
"	84	U	41	68		109	151
"	84A	U	44	62	3	109	164

MAISONNEUVE—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Raoul Dumouchel	Clément Robitaille			
Montreal City (Cité).....	85	U	51	71	.....	122	185
“ .....	85A	U	36	57	.....	93	159
“ .....	86	U	37	125	2	164	264
“ .....	86A	U	37	148	1	186	290
“ .....	87	U	27	102	3	132	188
“ .....	87A	U	35	88	4	127	212
“ .....	88	U	33	112	.....	145	180
“ .....	88A	U	28	83	.....	111	156
“ .....	89	U	37	123	.....	160	242
“ .....	90	U	20	104	1	125	192
“ .....	90A	U	33	63	.....	96	152
“ .....	91	U	51	147	1	199	273
“ .....	92	U	21	117	1	139	221
Montreal, North (Nord).....	93	R	10	136	.....	146	256
“ .....	94	R	10	97	4	111	175
“ .....	95	R	11	142	.....	153	246
“ .....	96	R	21	118	.....	139	242
“ .....	97-98	R	24	149	2	175	344
“ .....	99	R	18	162	1	181	321
St-Michel-de-Laval.....	100	R	8	88	1	97	154
“ .....	100A	R	7	104	1	112	170
St-Léonard.....	101	R	26	102	.....	128	196
“ .....	102	R	46	45	.....	91	169
Rivière-des-Prairies.....	103	R	25	44	.....	69	167
“ .....	104	R	38	43	.....	81	150
Laval, Town (Ville).....	105	R	64	119	1	184	286
Pointe-aux-Trembles Town, (Ville).....	106	R	77	141	.....	218	302
“ .....	107	R	101	186	1	288	421
“ .....	108	R	51	88	1	140	210
“ .....	109	R	57	97	.....	154	228
Montreal East (Est).....	110	R	52	122	.....	174	259
“ .....	111	R	18	63	.....	81	109
“ .....	112	R	28	132	3	163	253
“ .....	113	R	32	85	.....	117	173
Totals—Totaux.....	159	.....	5,166	16,045	150	21,361	32,236

Majority for  
Majorité pour } Clément Robitaille, 16,879.



## MONT ROYAL

Population—1921, 39,487

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Smeaton White	Thomas Henry Carveth			
Westmount City (Cité).....	1	U	128	18	.....	146	206
" " ".....	1A	U	119	21	.....	140	198
" " ".....	2	U	111	13	.....	124	163
" " ".....	2A	U	122	17	2	141	185
" " ".....	3	U	134	17	2	153	211
" " ".....	3A	U	136	19	3	158	231
" " ".....	4	U	142	34	.....	176	228
" " ".....	4A	U	116	19	.....	135	180
" " ".....	5	U	98	26	.....	124	171
" " ".....	5A	U	98	17	.....	115	161
" " ".....	6	U	103	10	.....	113	158
" " ".....	6A	U	90	0	.....	99	142
" " ".....	7	U	103	20	.....	123	167
" " ".....	7A	U	94	21	.....	115	153
" " ".....	8	U	176	34	.....	210	254
" " ".....	9	U	105	21	.....	126	165
" " ".....	9A	U	78	13	2	93	156
" " ".....	10	U	92	9	.....	101	152
" " ".....	10A	U	112	4	.....	116	152
" " ".....	11	U	83	23	.....	106	153
" " ".....	11A	U	93	14	1	108	148
" " ".....	12	U	144	19	.....	163	235
" " ".....	12A	U	153	17	.....	170	222
" " ".....	13	U	146	12	.....	158	213
" " ".....	13A	U	104	17	.....	121	154
" " ".....	14	U	131	13	1	145	194
" " ".....	14A	U	137	19	1	157	188
" " ".....	15	U	141	40	2	183	256
" " ".....	16	U	95	30	.....	125	149
" " ".....	16A	U	86	16	.....	102	142
" " ".....	17	U	89	40	.....	129	193
" " ".....	17A	U	103	26	.....	129	197
" " ".....	18	U	105	29	.....	134	207
" " ".....	18A	U	88	35	.....	123	212
" " ".....	19	U	137	34	2	173	249
" " ".....	20	U	139	22	.....	161	246
" " ".....	21	U	152	27	.....	179	259
" " ".....	21A	U	139	41	.....	180	241
" " ".....	22	U	108	22	1	131	207
" " ".....	22A	U	105	28	.....	133	208
" " ".....	23	U	92	36	.....	128	190
" " ".....	24	U	109	20	1	130	152
" " ".....	24A	U	110	16	1	127	172
" " ".....	25	U	130	38	3	171	239
" " ".....	26	U	166	35	1	202	286
" " ".....	27	U	92	10	.....	102	157
" " ".....	27A	U	100	24	1	125	164
" " ".....	28	U	155	30	1	186	251
" " ".....	29	U	67	30	1	98	147
" " ".....	29A	U	82	50	.....	132	182
MONTREAL CITY (CITÉ)							
Notre-Dame-de-Grâce.....	30	U	110	62	.....	172	212
" " ".....	30A	U	119	59	.....	178	218
" " ".....	31	U	83	43	.....	126	200
" " ".....	32	U	99	22	.....	121	206
" " ".....	32A	U	114	21	1	136	204
" " ".....	33	U	75	25	.....	100	153
" " ".....	33A	U	73	16	1	90	148
" " ".....	33B	U	91	18	.....	109	191
" " ".....	34	U	105	25	.....	130	168
" " ".....	34A	U	108	36	2	146	176
" " ".....	35	U	87	30	2	119	158
" " ".....	35A	U	95	13	.....	108	163

## MOUNT ROYAL—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Smeaton White	Thomas Henry Carveth			
MONTREAL CITY (CITÉ)							
Notre-Dame-de-Grâce—Con.	36	U	113	26	.....	139	180
" "	36A	U	100	17	.....	117	164
" "	37	U	109	21	2	132	188
" "	37A	U	151	44	.....	195	246
" "	38	U	149	38	.....	187	240
" "	39	U	94	31	.....	125	192
" "	39A	U	120	25	.....	145	207
" "	40	U	162	50	.....	212	288
" "	41	U	98	30	1	129	188
" "	41A	U	110	27	.....	137	200
" "	42	U	76	31	.....	107	158
" "	42A	U	91	33	1	125	191
" "	42B	U	96	26	.....	122	182
" "	43	U	128	17	.....	145	245
" "	43A	U	139	39	.....	178	234
" "	44	U	119	39	.....	158	250
" "	45	U	95	26	.....	121	193
" "	45A	U	124	36	1	161	237
" "	46	U	100	59	1	160	227
" "	46A	U	105	49	3	157	232
" "	47	U	91	36	3	130	208
" "	48	U	76	32	4	112	204
" "	48A	U	62	19	.....	81	158
" "	49	U	119	27	.....	146	247
" "	49A	U	130	24	.....	154	258
" "	50	U	111	20	.....	131	201
" "	50A	U	73	39	1	113	190
" "	51	U	87	31	2	120	210
" "	52	U	121	34	.....	155	271
" "	53	U	57	31	.....	88	152
" "	53A	U	72	41	1	114	175
" "	54	U	97	85	5	187	288
" "	55	U	122	56	.....	178	240
" "	55A	U	106	70	.....	176	245
" "	56	U	133	26	2	161	222
" "	57	U	106	106	3	215	298
" "	58	U	56	65	.....	121	172
" "	58A	U	56	42	.....	98	165
" "	59	U	64	37	.....	101	151
" "	59A	U	58	39	.....	97	165
" "	60	U	105	44	.....	149	203
" "	60A	U	97	55	.....	152	193
" "	61	U	151	56	3	210	282
" "	61A	U	152	72	.....	224	299
Hampstead Town (Ville).....	62	U	89	10	1	100	132
MONTREAL CITY (CITÉ)							
Notre-Dame-de-Grâce.....	63	U	79	58	.....	137	195
" ".....	63A	U	90	32	.....	122	169
Côte des Neiges.....	64	U	43	68	1	112	184
" ".....	64A	U	40	75	1	116	183
" ".....	65	U	58	117	1	176	279
" ".....	65A	U	50	136	.....	186	295
" ".....	65B	U	60	101	1	162	256
" ".....	65C	U	51	100	.....	151	236
" ".....	65D	U	70	80	.....	150	225
Mount-Royal Town (Ville)....	66	U	175	53	.....	228	282
" ".....	66A	U	155	54	2	211	261
Mount Royal Park Avenue Ex-							
tension.....	68	U	179	34	.....	213	280
" ".....	68A	U	129	34	.....	163	223
" ".....	68B	U	160	23	1	184	253
" ".....	69	U	105	35	2	142	212
" ".....	69A	U	129	45	.....	174	259
" ".....	69B	U	100	24	3	127	202



## MONT ROYAL—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Smeaton White	Thomas Henry Carveth			
Montreal.....	70	U	100	18	.....	118	185
".....	70A	U	80	6	.....	86	138
Montreal West (Ouest).....	71	U	88	18	.....	106	141
".....	71A	U	116	8	.....	124	169
".....	72	U	105	15	.....	120	156
".....	72A	U	123	19	.....	142	182
".....	73	U	177	30	.....	207	266
".....	73A	U	181	17	.....	198	266
Advance (Provisoire).....	.....	.....	39	13	2	54	.....
Totals—Totaux.....	133	.....	14,249	4,499	80	18,828	26,911

Majority for } Robert Smeaton White, 9,750.  
Majorité pour }

ST. ANN

Population—1921, 54,834

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James John Edmund Guerin	Thomas O'Connell			
Montreal City (Cité).....	1	U	93	22	5	120	151
".....	2	U	55	78	.....	133	163
".....	3	U	99	95	.....	194	253
".....A-K	4	U	68	55	2	125	200
".....L-Z	4	U	94	79	2	175	210
".....	5	U	47	48	.....	95	130
".....	6	U	66	120	10	196	255
".....	7	U	71	88	1	160	227
".....A-J	8	U	37	88	2	127	159
".....K-Z	8	U	28	94	2	124	164
".....A-J	9	U	37	83	2	122	159
".....K-Z	9	U	50	83	7	140	172
".....A-L	10	U	62	90	.....	152	210
".....M-Z	10	U	54	113	1	168	201
".....A-L	11	U	46	75	.....	121	162
".....M-Z	11	U	46	70	.....	116	141
".....A-K	12	U	131	102	.....	233	294
".....L-Z	12	U	118	74	24	216	269
".....	13	U	65	88	.....	153	218
".....A-J	14	U	75	43	1	119	137
".....K-Z	14	U	53	55	.....	108	167
".....A-K	15	U	62	52	3	117	168
".....L-Z	15	U	58	46	.....	104	157
".....	16	U	116	55	.....	171	222
".....A-K	17	U	86	35	.....	121	158
".....L-Z	17	U	102	25	1	128	158
".....	18	U	59	15	1	75	118
".....A-K	19	U	69	59	.....	128	178
".....L-Z	19	U	49	66	3	118	177
".....	20	U	84	80	18	182	267
".....A-K	21	U	46	83	.....	129	154
".....L-Z	21	U	71	49	1	121	165
".....A-K	22	U	75	71	.....	146	197
".....L-Z	22	U	85	68	.....	153	193
".....	23	U	147	76	.....	223	296
".....A-L	24	U	52	115	4	171	207
".....M-Z	24	U	38	117	.....	155	197
".....	25	U	107	39	6	152	200
".....A-K	26	U	72	33	1	106	163
".....L-Z	26	U	76	28	6	110	152
".....	27	U	63	45	1	109	154
".....	28	U	55	85	.....	140	178
".....	29	U	84	172	1	257	299
".....A-L	30	U	31	100	1	132	171
".....M-Z	30	U	18	97	3	118	151
".....	31	U	34	100	.....	134	154
".....A-L	32	U	32	81	.....	113	152
".....M-Z	32	U	54	70	.....	124	152
".....	33	U	40	112	.....	152	205
".....A-J	34	U	46	113	1	160	195
".....K-Z	34	U	32	95	1	128	157
".....A-L	35	U	41	100	3	144	173
".....M-Z	35	U	23	93	.....	116	140
".....	36	U	89	109	.....	198	255
".....A-L	37	U	47	87	.....	134	163
".....M-Z	37	U	41	98	.....	139	180
".....A-L	38	U	71	135	4	210	261
".....M-Z	38	U	35	125	1	161	198
".....	39	U	66	131	.....	197	243
".....A-M	40	U	47	105	4	156	209
".....N-Z	40	U	25	57	1	83	107
".....A-L	41	U	49	117	1	167	213
".....M-Z	41	U	58	97	1	156	188
".....A-K	42	U	47	92	.....	139	170
".....L-Z	42	U	53	92	.....	145	183



STE-ANNE—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James John Edmund Guerin	Thomas O'Connell			
Montreal City (Cité).....	43	U	38	98	1	135	204
".....A-K	44	U	56	67		123	163
".....L-Z	44	U	58	94		152	211
".....A-K	45	U	50	93	1	144	194
".....L-Z	45	U	40	102	1	143	191
".....	46	U	67	103	3	173	231
".....	47	U	94	84	2	180	231
".....	48	U	131	29	3	163	185
".....	49	U	197	55	1	253	276
".....	50	U	178	55	5	238	270
".....A-G	51	U	129	23		152	170
".....H-Z	51	U	98	37	6	141	150
".....	52	U	206	49	1	256	283
".....	53	U	225	43		268	297
".....	54	U	126	42		168	229
".....	55	U	201	53	3	257	296
".....	56	U	184	47	14	245	293
".....	57	U	186	40		226	270
".....	58	U	154	33	4	191	218
".....	59	U	141	25	4	170	180
".....	60	U	130	25		155	211
".....	61	U	103	39	6	148	163
".....	62	U	43	13		56	62
".....	63	U	23	18	1	42	59
".....A-J	64	U	86	62		148	208
".....K-Z	64	U	80	63		143	220
".....	65	U	27	34	14	75	87
".....A-L	66	U	114	63		177	227
".....M-Z	66	U	64	34		98	126
".....A-K	67	U	134	78		212	271
".....L-Z	67	U	105	55	2	162	217
".....A-K	68	U	71	135	3	209	289
".....L-Z	68	U	67	94	17	178	238
".....	69	U	99	31		130	145
".....A-K	70	U	145	50	3	198	260
".....L-Z	70	U	101	53		154	217
".....A-D	71	U	120	34		154	219
".....E-N	71	U	114	50	1	165	240
".....O-Z	71	U	71	48	2	121	169
".....A-K	72	U	142	41	1	184	260
".....L-Z	72	U	120	54		174	234
".....	73	U	142	49		191	238
".....A-L	74	U	87	49		136	197
".....M-Z	74	U	61	44	1	106	145
".....A-K	75	U	97	61		158	212
".....L-Z	75	U	111	58	1	170	223
".....A-J	76	U	92	78		170	273
".....K-Z	76	U	97	101		198	314
".....A-G	77	U	75	30		105	167
".....H-Z	77	U	70	36	1	107	176
".....	78	U	105	65	6	176	264
".....A-L	79	U	91	61	2	154	219
".....M-Z	79	U	82	35		117	156
".....A-L	80	U	103	60	2	174	294
".....M-Z	80	U	66	98	1	165	238
".....	81	U	122	77	1	200	291
".....	82	U	72	137	4	213	273
".....	83	U	99	74	1	174	215
".....	84	U	77	69		146	229
".....A-K	85	U	58	40	3	101	164
".....L-Z	85	U	69	38	1	108	159
".....A-L	86	U	77	75		152	246
".....M-Z	86	U	55	67		122	187
".....A-K	87	U	66	64	1	131	164
".....L-Z	87	U	60	75	2	137	164

## ST. ANN—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James John Edmund Guerin	Thomas O'Connell			
Montreal City (Cité).....	88	U	67	66	.....	133	157
“ ..... A-K	89	U	61	61	.....	122	164
“ ..... L-Z	89	U	57	64	3	124	143
“ ..... 90	90	U	209	20	3	232	257
“ ..... A-J	91	U	58	67	1	126	154
“ ..... K-Z	91	U	55	53	.....	108	144
“ ..... 92	92	U	125	72	.....	197	256
Advance (Provisoire).....	.....	U	24	14	1	39	.....
Totals—Totaux.....	138	.....	11,238	9,474	260	20,972	27,370

Majority for } James John Edmund Guerin, 1,764.  
Majorité pour }





## ST. ANTOINE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Leslie Gordon Bell	John Jennings Creelman			
" " ....	41A	U	121	37	1	159	201
" " ....	42	U	72	38	.....	110	198
" " ....	43	U	127	55	1	183	237
" " ....	44	U	96	40	.....	136	188
" " ....	45	U	124	21	1	146	173
" " ....	45A	U	92	34	.....	126	152
" " ....	46	U	160	40	3	203	273
" " ....	47	U	92	21	1	114	153
" " ....	47A	U	104	20	2	126	161
" " ....	48	U	170	59	1	230	312
" " ....	48A	U	168	27	.....	195	269
" " ....	49	U	107	13	1	121	160
" " ....	49A	U	118	13	.....	131	179
" " ....	50	U	193	22	.....	215	279
" " ....	51	U	94	63	3	165	230
" " ....	51A	U	107	26	.....	133	169
" " ....	52	U	103	38	.....	141	179
Advance (Provisoire).....	.....	U	36	51	2	89	.....
Totals—Totaux.....	80	.....	6,605	6,159	90	12,854	16,572

Majority for }  
Majorité pour } Leslie Gordon Bell, 446.



## ST-DENIS

Population—1921, 75,475

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Arthur Denis	Réné Marion			
Montreal City (Cité).....	1	U	96	43	4	143	166
"	1A	U	83	12		95	141
"	2	U	99	15		114	211
"	3	U	90	26		116	173
"	3A	U	82	18	1	101	174
"	4	U	78	11	2	91	144
"	5	U	113	44	2	159	256
"	6	U	71	9	1	81	139
"	7	U	73	27		100	166
"	8	U	94	9	1	104	166
"	8A	U	98	9		107	171
"	9	U	153	23		176	292
"	10	U	104	15		119	211
"	11	U	92	22		114	167
"	12	U	107	6		113	187
"	12A	U	88	12	3	103	163
"	13	U	64	16	1	81	153
"	13A	U	91	20		111	177
"	14	U	107	17		124	179
"	15	U	147	26		173	309
"	16	U	147	23		170	252
"	17	U	95	31	1	127	195
"	17A	U	112	13		125	179
"	18	U	80	13	4	97	147
"	19	U	134	32		166	247
"	20	U	91	18	1	110	158
"	21	U	102	11		113	172
"	21A	U	85	9		94	141
"	22	U	128	29		157	242
"	23	U	131	30	3	164	246
"	24	U	109	20		129	189
"	25	U	85	5		89	147
"	25A	U	86	19		105	159
"	26	U	139	22		161	246
"	27	U	150	31		181	259
"	28	U	126	21		147	235
"	29	U	86	20	1	107	160
"	29A	U	90	18		108	155
"	30	U	92	16	1	109	177
"	30A	U	77	20		97	149
"	31	U	133	29	2	164	278
"	32	U	102	26		128	215
"	33	U	104	13	2	119	173
"	34	U	107	34	2	143	203
"	34A	U	147	21	1	169	246
"	35	U	188	40	3	231	337
"	35A	U	171	32	1	204	295
"	36	U	82	34	1	117	159
"	37	U	80	29	1	110	183
"	37A	U	67	32	2	101	194
"	38	U	103	51		154	265
"	39	U	117	37	7	161	265
"	40	U	144	37	3	184	299
"	41	U	117	21	1	139	246
"	42	U	138	25		163	305
"	43	U	93	14	4	111	189
"	44	U	95	19	1	115	172
"	44A	U	104	13	1	118	167
"	45	U	91	22	1	114	192
"	46	U	97	18		115	169
"	47	U	127	12		139	203
"	47A	U	124	17	2	143	188
"	48	U	73	27		100	149
"	48A	U	81	23		109	177
"	49	U	83	26	4	113	186

## ST. DENIS—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Arthur Denis	René Marion			
Montreal City (Cité).....	50	U	97	18		115	190
".....	51	U	164	17	1	182	264
".....	52	U	119	37	2	158	273
".....	53	U	58	14	2	74	156
".....	54	U	110	16		126	231
".....	55	U	72	13		85	169
".....	56	U	126	28	2	156	231
".....	56A	U	125	24		149	258
".....	57	U	75	15		90	151
".....	57A	U	89	22		111	183
".....	58	U	119	9	1	129	236
".....	59	U	69	17		86	
".....	59A	U	81	19	4	104	340
".....	60	U	111	19		130	213
".....	61	U	98	15	1	114	196
".....	62	U	105	12		117	246
".....	63	U	111	26		137	230
".....	64	U	125	15	1	141	227
".....	65	U	91	17	2	110	159
".....	66	U	129	17		146	183
".....	67	U	163	16		179	275
".....	68	U	113	11		124	
".....	68A	U	111	21	1	133	428
".....	69	U	135	24		159	
".....	69A	U	162	18	1	181	436
".....	70	U	169	21		190	
".....	70A	U	107	30		137	492
".....	71	U	139	27		166	271
".....	72	U	86	13		99	
".....	72A	U	87	17	1	105	308
".....	73	U	118	24	1	143	
".....	73A	U	92	12	2	106	379
".....	74	U	99	23	1	123	
".....	74A	U	107	19		126	370
".....	75	U	89	20		109	
".....	75A	U	79	35		114	329
".....	76	U	98	14		112	225
".....	77	U	72	22	2	96	163
".....	78	U	100	26	1	127	216
".....	79	U	72	30		102	
".....	79A	U	52	31		83	324
".....	80	U	105	34		139	221
".....	81	U	48	31		79	
".....	81A	U	63	19		82	290
".....	82	U	85	31	1	117	254
".....	83	U	42	18	7	67	173
".....	84	U	67	16		83	158
".....	85	U	116	24		140	
".....	85A	U	133	31		164	487
".....	86	U	114	34		148	267
".....	87	U	110	12	1	123	
".....	87A	U	137	13		150	371
".....	88	U	76	5		81	148
".....	89	U	52	7	2	61	124
".....	90	U	30	6	11	50	141
".....	91	U	32	11	7	47	171
".....	92	U	69	7		76	154
".....	93	U	126	22		148	207
".....	94	U	87	8		95	137
".....	95	U	123	6		129	207
".....	96	U	145	41		186	302
".....	97	U	46	4		50	97
".....	98	U	114	34		148	219
".....	99	U	140	19	1	160	
".....	99A	U	145	31		176	503



## ST. DENIS—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Arthur Denis	René Marion			
Montreal City (Cité).....	100	U	91	53	2	146	235
".....	101	U	97	32		129	252
".....	102	U	100	21	1	122	385
".....	102A	U	99	15		114	
".....	103	U	96	29		125	402
".....	103A	U	80	31	5	116	
".....	104	U	60	22		82	263
".....	104A	U	50	25		75	
".....	105	U	55	26		94	199
".....	106	U	55	10		65	120
".....	107	U	107	19	11	137	220
".....	108	U	61	9		70	104
".....	109	U	139	25		164	262
".....	110	U	115	35		150	394
".....	110A	U	73	14	1	88	
".....	111	U	150	28	5	183	310
".....	112	U	109	55		164	301
".....	113	U	135	28		163	294
".....	114	U	30	7		37	90
".....	115	U	96	33		129	220
".....	116	U	96	32	1	129	333
".....	116A	U	49	12		61	
".....	117	U	126	30		156	403
".....	117A	U	61	22		83	
".....	118	U	96	31		127	345
".....	118A	U	70	16	1	87	
".....	119	U	132	37	4	173	263
".....	120	U	112	39	1	152	249
".....	121	U	137	26		163	365
".....	121A	U	41	22	2	65	
".....	122	U	77	35		112	309
".....	122A	U	57	9		66	
".....	123	U	106	40		146	234
".....	124	U	73	17		90	187
".....	125	U	11	10	1	22	71
".....	126	U	143	40	2	185	285
".....	127	U	149	32	1	182	440
".....	127A	U	58	24	1	83	
".....	128	U	143	33		176	273
".....	129	U	133	22	3	158	224
".....	130	U	140	32	3	175	266
".....	131	U	107	21	5	133	312
".....	131A	U	49	9		58	
".....	132	U	136	31	1	168	289
".....	133	U	118	33		151	233
".....	134	U	108	26		134	315
".....	134A	U	50	12		62	
".....	135	U	128	16	4	148	255
".....	136	U	88	30		118	178
".....	137	U	17	6		23	83
".....	138	U	89	22		111	216
".....	139	U	104	22		126	228
".....	140	U	75	14		89	157
".....	141	U	71	18		89	182
".....	142	U	98	29		127	394
".....	142A	U	96	20		116	
".....	143	U	66	29	2	97	172
".....	144	U	143	39	1	183	289
".....	145	U	137	39	1	177	282
".....	146	U	28	12	3	43	76
".....	147	U	97	31	1	129	211
".....	148	U	81	32	1	114	219
".....	149	U	121	15		136	320
".....	149A	U	51	10		61	
".....	150	U	92	25		117	176

ST. DENIS—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Arthur Denis	René Marion			
Montreal City (Cité).....	151	U	65	17	.....	82	173
".....	152	U	116	11	5	132	216
".....	153	U	61	8	.....	69	144
".....	154	U	100	24	1	125	173
".....	155	U	93	27	3	123	332
".....	155A	U	60	20	.....	80	
".....	156	U	49	15	.....	64	137
".....	157	U	119	28	.....	147	313
".....	157A	U	70	18	.....	88	
".....	158	U	115	31	.....	146	325
".....	158A	U	60	19	.....	79	
".....	159	U	161	42	.....	203	447
".....	159A	U	76	17	.....	93	
".....	160	U	93	19	.....	112	188
".....	161	U	65	22	.....	87	163
".....	162	U	132	30	.....	162	415
".....	162A	U	96	24	.....	120	
".....	163	U	62	17	.....	79	134
".....	164	U	140	38	3	181	269
".....	165	U	122	19	4	145	228
".....	166	U	54	27	.....	81	156
".....	167	U	97	21	.....	118	201
".....	168	U	123	22	.....	145	223
Advance (Provisoire).....	.....	U	25	3	1	29	
Totals—Totaux.....	219	.....	21,497	4,863	202	26,562	43,070

Majority for } Joseph Arthur Denis, 16,634.  
Majorité pour }



## ST-HENRI

Population—1921, 44,372

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Paul Mercier	Joseph Mongeau			
Montreal City (Cité).....	1	U	72	33	6	111	174
" " .....	2	U	136	38	2	176	233
" " .....	3	U	134	45	1	180	257
" " .....	4	U	162	36	5	203	272
" " .....	5	U	138	35	.....	173	260
" " .....	6	U	81	24	3	108	147
" " .....	6A	U	75	21	.....	96	154
" " .....	7	U	105	10	.....	115	157
" " .....	7A	U	101	16	1	118	152
" " .....	8	U	127	20	.....	147	220
" " .....	8A	U	120	22	2	144	192
" " .....	9	U	93	5	.....	98	143
" " .....	9A	U	107	8	.....	115	168
" " .....	10	U	96	25	.....	121	172
" " .....	10A	U	74	20	.....	94	142
" " .....	11	U	91	30	2	123	168
" " .....	11A	U	97	26	.....	123	162
" " .....	12	U	123	20	.....	143	182
" " .....	12A	U	114	30	.....	144	196
" " .....	13	U	158	19	.....	177	273
" " .....	14	U	113	33	5	151	216
" " .....	14A	U	101	23	1	125	182
" " .....	15	U	92	19	.....	111	146
" " .....	15A	U	93	25	.....	118	156
" " .....	16	U	187	32	.....	219	292
" " .....	17	U	88	16	1	105	140
" " .....	17A	U	107	19	.....	126	177
" " .....	18	U	46	63	.....	109	154
" " .....	18A	U	83	12	6	101	147
" " .....	19	U	215	28	.....	243	299
" " .....	20	U	81	20	.....	101	147
" " .....	20A	U	94	18	1	113	159
" " .....	21	U	118	11	.....	129	170
" " .....	21A	U	92	15	.....	107	146
" " .....	22	U	119	26	.....	145	200
" " .....	23	U	120	32	1	153	224
" " .....	24	U	134	30	.....	164	224
" " .....	25	U	86	13	.....	99	153
" " .....	25A	U	87	15	.....	102	160
" " .....	26	U	25	0	1	26	51
" " .....	27	U	82	24	3	109	152
" " .....	27A	U	94	16	1	111	151
" " .....	28	U	85	29	.....	115	148
" " .....	29	U	148	19	6	173	248
" " .....	30	U	98	18	2	118	154
" " .....	30A	U	121	20	.....	141	184
" " .....	31	U	53	12	2	67	116
" " .....	32	U	143	25	.....	168	235
" " .....	33	U	108	16	.....	124	183
" " .....	34	U	56	12	2	70	121
" " .....	34A	U	102	11	2	115	169
" " .....	35	U	79	18	4	101	166
" " .....	35A	U	75	22	.....	97	180
" " .....	36	U	97	15	.....	112	198
" " .....	37	U	98	22	7	127	177
" " .....	37A	U	58	11	3	72	147
" " .....	38	U	141	20	1	162	247
" " .....	39	U	104	14	3	121	161
" " .....	39A	U	111	17	3	131	193
" " .....	40	U	94	8	22	124	164
" " .....	40A	U	117	9	16	142	192
" " .....	41	U	115	17	.....	132	216
" " .....	41A	U	170	30	.....	200	264
" " .....	42	U	122	18	.....	140	206
" " .....	43	U	121	22	1	144	226

ST. HENRI—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Paul Mercier	Joseph Mongeau			
Montreal City (Cité)—Con.	43A	U	111	20	.....	131	178
" "	44	U	127	25	.....	152	245
" "	45	U	49	21	.....	70	148
" "	46	U	42	26	2	70	133
" "	47	U	38	32	.....	70	163
" "	48	U	71	20	1	92	200
" "	49	U	78	25	.....	103	176
" "	50	U	86	18	3	107	166
" "	50A	U	75	16	2	93	140
" "	51	U	90	19	5	114	164
" "	52	U	146	39	3	188	285
" "	53	U	99	30	.....	129	223
" "	54	U	131	44	.....	175	259
" "	55	U	179	20	.....	199	268
" "	56	U	111	43	5	159	230
" "	57	U	159	19	1	179	259
" "	58	U	119	26	.....	145	234
" "	59	U	130	30	3	163	230
" "	60	U	143	22	2	167	224
" "	61	U	81	35	1	117	158
" "	61A	U	97	19	.....	116	158
" "	62	U	154	22	.....	176	241
" "	63	U	121	46	2	169	264
" "	64	U	129	28	8	165	210
" "	65	U	82	26	.....	108	145
" "	65A	U	113	10	.....	123	162
" "	66	U	93	19	.....	112	134
" "	67	U	95	27	5	127	186
" "	68	U	161	47	.....	208	280
Advance (Provisoire).....		U	7	0	.....	7	■
Totals—Totaux.....	95	.....	9,995	2,152	159	12,306	17,878

Majority for  
Majorité pour } Paul Mercier, 7,843.



## SAINT-JACQUES

Population—1921, 54,741

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Georges Avila Marsan	Louis Edouard Fernand Rinfret			
Montreal City (Cité).....	1	U	31	137	2	170	240
" ".....	2	U	17	153		170	231
" ".....	3	U	22	124		146	214
" ".....	4	U	8	98		106	149
" ".....	5	U	13	96		109	154
" ".....	6	U	16	154	1	171	245
" ".....	7	U	13	103	6	122	168
" ".....	8	U	23	70		93	135
" ".....	9	U	20	141		161	240
" ".....	10	U	30	102	1	133	279
" ".....	11	U	13	167	1	181	257
" ".....	12	U	13	95		108	159
" ".....	13	U	10	99		109	170
" ".....	14	U	23	152	4	179	267
" ".....	15	U	11	107	4	122	168
" ".....	16	U	10	82		92	154
" ".....	17	U	47	128	2	177	263
" ".....	18	U	23	135		158	235
" ".....	19	U	31	162		193	284
" ".....	20	U	16	108		124	175
" ".....	21	U	18	111		129	197
" ".....	22	U	19	151		170	247
" ".....	23	U	54	116		170	255
" ".....	24	U	29	115	7	151	225
" ".....	25	U	20	109	3	132	219
" ".....	26	U	14	56		70	128
" ".....	27	U	24	155		179	263
" ".....	28	U	25	139		164	241
" ".....	29	U	11	126	7	144	242
" ".....	30	U	14	98		112	178
" ".....	31	U	24	146		170	237
" ".....	32	U	25	138	1	164	223
" ".....	33	U	26	114		140	213
" ".....	34	U	20	112		132	198
" ".....	35	U	24	120		144	276
" ".....	36	U	32	119	8	159	294
" ".....	37	U	25	94	3	122	174
" ".....	38	U	25	104		129	196
" ".....	39	U	11	81		92	170
" ".....	40	U	17	88		105	150
" ".....	41	U	26	106	56	188	272
" ".....	42	U	32	115	1	148	225
" ".....	43	U	13	87	2	102	140
" ".....	44	U	25	85		110	178
" ".....	45	U	15	87	1	103	149
" ".....	46	U	26	88		114	169
" ".....	47	U	45	144	2	191	278
" ".....	48	U	14	117	2	133	227
" ".....	49	U	19	143	1	163	278
" ".....	50	U	17	105	5	127	182
" ".....	51	U	16	89		105	185
" ".....	52	U	19	87		106	169
" ".....	53	U	11	63		74	134
" ".....	54	U	12	134		146	247
" ".....	55	U	23	162		185	289
" ".....	56	U	9	98	5	112	175
" ".....	57	U	13	124	8	145	249
" ".....	58	U	16	125		141	247
" ".....	59	U	13	135		148	239
" ".....	60	U	21	184	4	209	280
" ".....	61	U	9	125		134	215
" ".....	62	U	25	149		174	281
" ".....	63	U	23	155		178	274
" ".....	64	U	13	96		109	167
" ".....	65	U	14	77	1	92	150

ST. JAMES—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Georges Avila Marsan	Louis Edouard Fernand Rinfret			
Montreal City (Cité)—Con.....	66	U	9	140	1	150	217
" " " " " " " " " " " "	67	U	14	153	3	170	283
" " " " " " " " " " " "	68	U	42	126	5	173	290
" " " " " " " " " " " "	69	U	7	121	.....	128	196
" " " " " " " " " " " "	70	U	34	90	.....	124	181
" " " " " " " " " " " "	71	U	24	107	3	134	199
" " " " " " " " " " " "	72	U	23	118	1	142	211
" " " " " " " " " " " "	73	U	27	119	3	149	236
" " " " " " " " " " " "	74	U	35	102	.....	137	193
" " " " " " " " " " " "	75	U	26	136	.....	162	233
" " " " " " " " " " " "	76	U	25	149	.....	174	264
" " " " " " " " " " " "	77	U	35	115	3	153	252
" " " " " " " " " " " "	78	U	20	133	2	155	256
" " " " " " " " " " " "	79	U	30	157	3	190	282
" " " " " " " " " " " "	80	U	26	169	.....	195	219
" " " " " " " " " " " "	81	U	23	128	2	153	213
" " " " " " " " " " " "	82	U	23	124	.....	147	225
" " " " " " " " " " " "	83	U	11	91	.....	102	151
" " " " " " " " " " " "	84	U	23	115	3	141	203
" " " " " " " " " " " "	85	U	7	120	2	129	204
" " " " " " " " " " " "	86	U	12	49	.....	61	128
" " " " " " " " " " " "	87	U	12	126	1	139	205
" " " " " " " " " " " "	88	U	10	122	.....	132	204
" " " " " " " " " " " "	89	U	19	157	.....	176	283
" " " " " " " " " " " "	90	U	36	142	.....	178	267
" " " " " " " " " " " "	91	U	36	145	2	183	288
" " " " " " " " " " " "	92	U	18	142	.....	160	245
" " " " " " " " " " " "	93	U	13	101	.....	114	168
" " " " " " " " " " " "	94	U	26	97	.....	123	187
" " " " " " " " " " " "	95	U	16	151	2	169	243
" " " " " " " " " " " "	96	U	7	63	.....	70	132
" " " " " " " " " " " "	97	U	21	150	.....	171	284
" " " " " " " " " " " "	98	U	12	77	.....	89	144
" " " " " " " " " " " "	99	U	7	60	3	70	146
" " " " " " " " " " " "	100	U	21	135	6	162	253
" " " " " " " " " " " "	101	U	29	128	.....	157	247
" " " " " " " " " " " "	102	U	15	122	.....	137	263
" " " " " " " " " " " "	103	U	17	97	.....	114	160
" " " " " " " " " " " "	104	U	16	104	.....	120	187
" " " " " " " " " " " "	105	U	16	110	3	129	184
" " " " " " " " " " " "	106	U	24	132	2	153	221
" " " " " " " " " " " "	107	U	10	104	.....	114	157
" " " " " " " " " " " "	108	U	17	108	.....	125	178
Advance (Provisoire).....	109	U	2	20	.....	22	
Totals—Totaux.....	109	.....	2,192	12,740	188	15,120	23,194

Majority for }  
Majorité pour } Louis Edouard Fernand Rinfret, 10,548.



## ST-LAURENT-ST-GEORGE

Population—1921, 37,088

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Hazlitt Cahan	William Clement Munn			
Montreal City (Cité) .....	1	U	62	72	0	140	235
" .....	2	U	72	63	3	138	191
" .....	3	U	42	35	4	81	106
" .....	4	U	26	17	.....	43	64
" .....	5	U	54	46	.....	100	152
" .....	6	U	99	26	.....	125	165
" .....	7	U	67	48	.....	115	152
" .....	8	U	80	63	1	144	203
" .....	9	U	36	19	2	57	84
" .....	10	U	75	73	.....	148	214
" .....	11	U	23	17	.....	40	71
" .....	12	U	29	46	3	78	130
" .....	13	U	16	38	.....	54	101
" .....	14	U	19	24	1	44	69
" .....	15	U	16	41	2	59	74
" .....	16	U	15	75	7	97	136
" .....	17	U	12	31	.....	43	72
" .....	18	U	28	76	2	106	133
" .....	19	U	12	31	.....	43	62
" .....	20	U	23	20	.....	43	63
" .....	21	U	26	35	.....	61	90
" .....	22	U	55	100	1	156	218
" .....	23	U	47	48	.....	95	116
" .....	24	U	61	64	2	127	203
" .....	25	U	35	48	5	88	108
" .....	26	U	24	43	4	71	104
" .....	27	U	17	34	.....	51	68
" .....	28	U	83	119	.....	202	271
" .....	29	U	90	89	2	181	249
" .....	30	U	44	44	.....	88	102
" .....	31	U	140	67	5	212	260
" .....	32	U	91	57	1	149	190
" .....	32A	U	87	57	2	146	190
" .....	33	U	128	71	2	201	239
" .....	34	U	92	87	.....	179	227
" .....	35	U	115	79	1	195	231
" .....	36	U	128	85	4	217	296
" .....	37	U	64	41	.....	105	138
" .....	37A	U	80	52	2	134	156
" .....	38	U	129	91	3	223	273
" .....	39	U	120	88	.....	208	270
" .....	40	U	90	76	5	171	216
" .....	41	U	82	66	.....	148	203
" .....	42	U	34	37	1	72	106
" .....	43	U	102	58	.....	160	212
" .....	44	U	63	34	.....	97	125
" .....	45	U	75	35	.....	110	160
" .....	46	U	24	10	1	35	48
" .....	47	U	107	56	5	168	211
" .....	48	U	72	59	.....	131	168
" .....	48A	U	74	46	1	121	168
" .....	49	U	39	45	.....	84	100
" .....	50	U	19	14	.....	33	54
" .....	51	U	55	65	1	121	163
" .....	52	U	55	62	2	119	169
" .....	53	U	12	12	.....	24	37
" .....	54	U	76	26	2	104	152
" .....	55	U	44	40	.....	84	114
" .....	56	U	105	51	.....	156	218
" .....	57	U	151	60	3	214	288
" .....	58	U	86	42	15	143	179
" .....	58A	U	86	43	3	132	172
" .....	59	U	97	44	2	143	175
" .....	60	U	92	45	.....	137	170
" .....	60A	U	97	40	3	140	188

## ST. LAWRENCE-ST. GEORGE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Hazlitt Cahan	William Clement Munn			
Montreal City (Cité)—Con.	61	U	99	20	1	120	166
"	61A	U	71	31	14	116	154
"	62	U	102	31	1	134	168
"	63	U	160	28		188	275
"	64	U	118	37	1	156	239
"	65	U	98	15	2	115	154
"	65A	U	117	11	1	129	165
"	66	U	109	33	1	143	193
"	67	U	44	14	1	59	81
"	68	U	46	23	2	71	98
"	69	U	23	45		68	108
"	70	U	67	35		102	145
"	71	U	83	36		119	160
"	72	U	47	15		62	88
"	73	U	147	55	4	206	280
"	73A	U	99	36		135	206
"	74	U	82	22		104	140
Advance (Provisoire).....		U	14	13		27	
Totals—Totaux.....	83		5,725	3,826	137	9,688	13,072

Majority for } Charles Hazlitt Cahan, 1899.  
Majorité pour }



STE-MARIE

Population—1921, 63,381

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Eugène Chartier	Hermas Deslauriers			
Advance (Provisoire).....		U	4	5		9	
Montreal City (Cité).....	1	U	11	90		101	151
" ".....	2	U	16	98		114	163
" ".....	3	U	12	36		48	72
" ".....	4	U	25	102		127	188
" ".....	5	U	29	43		72	117
" ".....	6	U	11	84		95	139
" ".....	7	U	33	141		174	242
" ".....	8	U	21	115		136	194
" ".....	9	U	17	83	8	108	158
" ".....	10	U	23	77		100	137
" ".....	11	U	19	80		99	145
" ".....	12	U	20	133		153	214
" ".....	13	U	20	129	3	152	184
" ".....	14	U	6	87		93	141
" ".....	15	U	13	99		112	150
" ".....	16	U	20	72	7	99	152
" ".....	17	U	21	107	2	130	167
" ".....	18	U	34	85	1	120	156
" ".....	19	U	23	117		140	203
" ".....	20	U	38	151		189	256
" ".....	21	U	15	99		114	164
" ".....	22	U	36	126	1	163	223
" ".....	23	U	22	138		160	224
" ".....	24	U	19	73	7	99	125
" ".....	25	U	12	68		80	104
" ".....	26	U	19	90		109	147
" ".....	27	U	10	191		201	275
" ".....	28	U	21	109		130	183
" ".....	29	U	16	83		99	129
" ".....	29A	U	25	97	1	123	157
" ".....	30	U	12	105		117	161
" ".....	31	U	14	101	6	121	153
" ".....	32	U	24	129		153	199
" ".....	33	U	13	127		140	229
" ".....	34	U	11	91	1	103	143
" ".....	34A	U	20	76	9	105	133
" ".....	35	U	14	55		69	83
" ".....	36	U	33	107		140	176
" ".....	37	U	23	75		98	130
" ".....	38	U	39	169		208	277
" ".....	39	U	20	158		178	245
" ".....	40	U	34	158	1	193	249
" ".....	41	U	10	135		145	181
" ".....	42	U	17	146		163	208
" ".....	43	U	5	90		95	132
" ".....	44	U	15	135		150	212
" ".....	45	U	9	85	8	102	149
" ".....	46	U	11	101		112	156
" ".....	47	U	9	129		138	191
" ".....	48	U	8	131	17	156	207
" ".....	49	U	20	131		151	204
" ".....	50	U	10	87	1	98	139
" ".....	51	U	20	108		128	154
" ".....	52	U	25	133		158	192
" ".....	53	U	33	150		183	259
" ".....	54	U	51	138	1	190	233
" ".....	55	U	37	133		170	230
" ".....	56	U	13	92	3	108	153
" ".....	57	U	20	92		112	155
" ".....	58	U	13	124	3	140	180
" ".....	59	U	25	115	1	141	180
" ".....	60	U	22	114		136	183
" ".....	61	U	11	97		108	145
" ".....	62	U	17	107	4	128	175

ST. MARY—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Eugène Chartier	Hermas Deslauriers			
Montreal City (Cité)— <i>Con.</i> .....	63	U	13	92	.....	105	160
" " .....	64	U	17	96	.....	113	158
" " .....	65	U	36	123	3	162	232
" " .....	66	U	10	143	.....	153	163
" " .....	67	U	19	49	.....	68	84
" " .....	68	U	15	133	.....	148	204
" " .....	69	U	36	127	.....	163	198
" " .....	70	U	25	117	.....	142	211
" " .....	71	U	24	134	.....	158	216
" " .....	72	U	25	112	.....	137	185
" " .....	73	U	34	158	1	193	273
" " .....	74	U	27	99	.....	126	176
" " .....	75	U	32	70	.....	102	152
" " .....	76	U	22	120	.....	142	192
" " .....	77	U	32	136	2	170	232
" " .....	78	U	57	138	.....	195	254
" " .....	79	U	20	96	.....	116	187
" " .....	79A	U	37	62	31	130	142
" " .....	80	U	38	131	2	171	224
" " .....	81	U	33	127	1	161	213
" " .....	82	U	11	85	.....	96	130
" " .....	83	U	7	105	.....	112	143
" " .....	84	U	12	61	.....	73	129
" " .....	85	U	16	128	.....	144	187
" " .....	86	U	14	131	29	174	248
" " .....	87	U	11	146	.....	157	224
" " .....	88	U	7	103	2	112	140
" " .....	89	U	6	78	1	85	120
" " .....	90	U	9	89	.....	98	136
" " .....	91	U	17	135	1	153	206
" " .....	92	U	15	97	.....	112	140
" " .....	93	U	10	94	.....	104	133
" " .....	94	U	58	129	.....	187	263
" " .....	95	U	21	94	1	116	161
" " .....	96	U	17	99	.....	116	168
" " .....	97	U	20	125	2	147	203
" " .....	98	U	33	163	.....	196	258
" " .....	99	U	20	82	2	104	132
" " .....	100	U	19	100	2	121	152
" " .....	101	U	19	129	3	151	202
" " .....	102	U	17	123	.....	140	186
" " .....	103	U	21	120	.....	141	182
" " .....	104	U	16	117	.....	133	171
" " .....	105	U	10	118	.....	128	178
" " .....	106	U	20	156	2	178	225
" " .....	107	U	12	148	4	164	271
" " .....	108	U	17	185	.....	202	254
" " .....	109	U	13	91	.....	104	139
" " .....	110	U	25	175	.....	200	247
" " .....	111	U	26	112	1	139	207
" " .....	112	U	18	145	.....	163	197
" " .....	113	U	23	114	.....	137	180
" " .....	114	U	22	75	.....	97	145
" " .....	115	U	39	87	.....	126	183
" " .....	116	U	13	64	6	83	105
" " .....	117	U	40	174	2	216	275
" " .....	118	U	44	158	.....	202	267
" " .....	119	U	37	164	1	202	265
" " .....	120	U	25	106	.....	131	170
" " .....	121	U	26	82	.....	108	147
" " .....	122	U	12	97	2	111	136
" " .....	123	U	22	120	2	144	186
" " .....	124	U	30	135	.....	165	229
" " .....	125	U	14	51	.....	65	93
" " .....	126	U	31	82	.....	113	157



## STE-MARIE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Eugène Chartier	Hermas Deslauriers			
Montreal City (Cité)—Con.....	127	U	28	100	1	129	176
" " .....	128	U	40	94	1	135	183
" " .....	129	U	10	104	.....	114	136
" " .....	130	U	11	100	1	112	154
" " .....	131	U	11	28	.....	39	57
Totals—Totaux.....	135	.....	2,836	14,793	191	17,820	24,088

Majority for } Hermas Deslauriers, 11,957.  
Majorité pour }

## NOVA SCOTIA

## NOUVELLE-ÉCOSSE

## ANTIGONISH-GUYSBOROUGH

Population—1921, 27, 098

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John C. Douglas	Colin F. McIsaac			
GUYSBOROUGH			On a recount. (Sur un nouveau dépouillement)				
Guysborough.....	A-L 1	R	56	83		139	165
“.....	M-Z 1	R	58	73		131	153
Intervale.....	2	R	98	68	1	167	209
Roman Valley.....	2A	R	56	55		111	137
Manchester.....	3	R	95	32		127	168
“.....	3B	R	105	50		155	203
“.....	3A	R	66	55		121	183
Melford.....	4	R	60	80		140	179
“.....	4A	R	37	59		96	111
Crow Harbour.....	5	R	135	87	2	224	251
“.....	5A	R	45	103		148	175
Canso.....	6A	R	113	97	1	211	265
“.....	6B	R	55	53		113	137
“.....	6C	R	143	102	2	247	300
“.....	6D	R	66	119		185	238
Country Harbour.....	7	R	63	21	18	102	141
Country Cross Roads.....	7A	R	87	85	1	173	204
Sherbrooke.....	A-L 8	R	47	94	1	142	187
“.....	M-Z 8	R	87	91		178	221
Sonora.....	8A	R	88	68		156	205
Marie Joseph.....	9	R	151	77		228	269
Glenelg.....	10	R	99	140		239	311
White Head.....	11	R	86	56		142	175
Port Hilford.....	12	R	56	66		122	144
Wine Harbour.....	12A	R	31	9		40	45
Caledonia.....	13	R	30	53		83	115
Salmon River.....	14	R	109	69		178	200
Isaacs Harbour.....	15	R	66	84		150	202
New Harbour.....	16	R	88	82	1	171	221
Tracadie.....	17	R	77	78		155	193
Goshen.....	18	R	81	78		159	186
Larry's River.....	19	R	83	159		242	286
Liscomb.....	20	R	93	127		220	273
Mulgrave.....	21	R	66	64		130	164
“.....	21A	R	86	118	1	205	246
“.....	21B	R	95	73		168	199
Hazel Hill.....	22	R	136	113	2	51	329
Dover.....	22A	R	70	60		130	139
Goldboro.....	23	R	93	59	1	153	177
Seal Harbour.....	23A	R	84	74		158	214
North Guysborough.....	24	R	181	105	8	294	343
Port Felix.....	25	R	112	79	1	192	274
Cole Harbour.....	25A	R	33	36	1	70	91
Beckerton.....	26	R	48	51		99	113
Fishermans Harbour.....	26A	R	27	27	1	55	64
Charles Cove.....	27	R	55	83	1	139	164
Lakedale.....	28	R	41	44		85	110



## ANTIGONISH-GUYSBOROUGH—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John C. Douglas	Colin F. McIsaac			
<b>ANTIGONISH</b>							
Arisaig.....	1	R	56	82		138	166
Cape George West (Ouest).....	2	R	67	62	2	131	165
Cape George East (Est).....	2A	R	86	67	1	154	160
Morristown North (Nord).....	3	R	67	56		123	137
Morristown South (Sud).....	3A	R	38	55	1	94	108
North Grant.....	4	R	76	62		138	177
Lochaber.....	5	R	109	121		230	252
Dunmore.....	6	R	79	78		157	180
St. Andrews North (Nord).....	7	R	75	102		177	210
St. Andrews South (Sud).....	7A	R	76	82		158	195
Tracadie East (Est).....	8	R	89	97	1	187	293
Tracadie West (Ouest).....	8A	R	118	35		153	264
Boucher Harbour.....	9	R	136	111	4	251	314
Frankville.....	9A	R	48	37		85	115
Heatherton South (Sud).....	10	R	56	62		118	173
Heatherton North (Nord).....	10A	R	95	50		145	175
St-Joseph South (Sud).....	11	R	85	104	1	190	219
St-Joseph North (Nord).....	11A	R	74	110		184	204
Antigonish North (Nord) A-G	12	R	64	74	2	140	158
“ “ H-Z	12	R	56	64	1	121	147
“ “	12A	R	66	41	1	108	139
Antigonish West (Ouest) A-G	13	R	93	103	1	197	229
“ “ H-Z	13	R	73	101	1	175	217
“ “	13A	R	80	88		168	228
Maryvale.....	14	R	78	73		151	167
Pomquet South (Sud).....	15	R	53	71		124	144
Pomquet North (Nord).....	15A	R	103	94		197	250
Linwood.....	16	R	106	106		212	263
Upper South River.....	17	R	37	51	1	89	98
Springfield.....	17A	R	43	34		77	93
Antigonish South (Sud) A-H	18	R	41	72		113	166
“ “ I-Z	18	R	53	65		118	145
“ “	18A	R	27	49		76	133
Totals—Totaux.....	80		6, 140	6, 003	50	12, 203	15, 163

Majority for } John C. Douglas, 137.  
Majorité pour }

## CAPE BRETON NORTH-VICTORIA

Population—1921, 31,325

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michael Dwyer	Lewis Wilkie son Johnstone			
Baddeck.....	3-1	R	61	170		231	273
".....	3-2	R	97	150		247	301
Boularderie.....	6	R	83	83		166	241
".....	10-1	R	57	52	1	110	
".....	10-2	R	87	78	2	167	559
".....	10-3	R	88	93		181	
Boisdale.....	9-1	R	60	47	2	109	
".....	9-2	R	38	41	1	80	298
Bay St. Laurence.....	9	R	54	78		132	203
Big Bras d'Or.....	17	R	51	65		116	152
Big Baddeck.....	16	R	71	63		134	166
Cape North.....	8-1	R	106	110		216	320
".....	8-2	R	59	34		93	130
Englishtown.....	5	R	50	53		103	135
French Vale.....	22	R	57	65	1	123	220
Grand Narrows.....	14-1	R	119	122	2	243	318
".....	14-2	R	67	69		136	171
Georges River.....	23-1	R	62	67		129	
".....	23-2	R	24	50		74	328
".....	23-3	R	40	107		147	221
Iowa.....	1-A	R	113	32		145	210
".....	1-B	R	59	41		100	196
Ingonish.....	7-A	R	108	97	2	207	240
".....	7-B	R	76	64	1	141	252
Little Bras d'Or.....	4-1-1	R	132	115	2	249	276
".....	4-1-2	R	59	63		122	199
".....	4-1-3	R	56	89		145	205
"..... (Florence)	4-2-1	R	74	119		193	
".....	4-2-2	R	88	96		184	730
".....	4-2-3	R	73	65		138	
Middle River.....	2-A	R	75	60	1	136	
".....	2-B	R	52	95	2	149	322
North Side East Bay.....	19	R	48	79		127	183
North Side Little Narrows.....	10	R	49	61		110	236
North Shore.....	11	R	118	43		161	236
New Campbellton.....	12	R	23	46	1	70	89
North River.....	13	R	115	97	1	213	276
Neils Harbour.....	15	R	82	82		164	198
North Sydney.....	3 and 4-1-1	U	85	58	1	144	256
".....	3 " 4-1-2	U	98	89	2	189	197
".....	3 " 4-1-3	U	88	72		160	276
".....	3 " 4-1-4	U	100	71		171	261
".....	3 " 4-1-5	U	59	65		124	183
".....	3 " 4-1-6	U	77	72		149	224
".....	3 " 4-1-7	U	58	77		135	236
".....	3 " 4-1-8	U	57	90		147	243
".....	1 " 2-2-1	U	81	55		136	182
".....	1 " 2-2-2	U	72	133		205	277
".....	1 " 2-2-3	U	84	97		181	289
".....	1 " 2-2-4	U	56	56		112	290
".....	1 " 2-2-5	U	94	60	1	155	230
".....	1 " 2-2-6	U	49	52		101	124
".....	1 " 2-2-7	U	65	79		144	164
South Gut.....	4	R	74	99	1	174	216
South Side Little Narrows.....	14	R	74	80		154	180
Sydney Mines, Ward (Quartier)							
".....	1-1	U	54	90		144	190
".....	1-2	U	45	104		149	181
".....	1-3	U	36	107	1	144	178
".....	1-4	U	33	117		150	187
".....	2-1	U	51	150		201	237
".....	2-2	U	40	136		176	211
".....	2-3	U	56	151		207	238
".....	2-4	U	41	147		188	216
".....	3-1	U	30	128		158	194



## CAP BRETON NORD-VICTORIA—Con.

Polling Divisions Arrondissements de scrutin.			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michael Dwyer	Lewis Wilkieson Johnstone			
Sydney Mines, Ward (Quartier)							
" " 3-2	65	U	34	107	.....	141	174
" " 3-3	66	U	31	123	1	155	189
" " 3-4	67	U	49	103	1	153	186
" " 4-1	68	U	35	144	.....	179	218
" " 4-2	69	U	36	112	1	149	179
" " 4-3	70	U	23	134	1	158	193
" " 4-4	71	U	46	116	.....	162	179
Washabuck.....18	72	R	49	60	.....	118	144
Totals—Totaux.....	72	.....	4,691	6,284	29	11,004	15,006

Majority for  
Majorité pour } Lewis Wilkieson Johnstone, 1,593.

## CAPE BRETON SOUTH (SUD)

Population—1921, 58,716

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Finlay MacDonald	Daniel W. Morrison			
SYDNEY CITY (CITÉ)							
Ward (Quartier) 1.....	A 1	U	108	35		143	243
".....	B 2	U	103	41		144	255
".....	C 3	U	102	38		140	257
".....	D 4	U	87	40		127	256
".....	E 5	U	88	43		131	220
".....	A 6	U	99	36		135	218
".....	B 7	U	128	43	1	172	275
".....	C 8	U	136	47		183	303
North Ward (Quartier) 3.....	A 9	U	81	23	1	105	199
".....	B 10	U	92	35	1	128	263
".....	C 11	U	91	48		139	242
".....	D 12	U	79	45		124	247
South Ward (Quartier) 3.....	E 13	U	97	46		143	239
".....	F 14	U	95	36		131	238
".....	G 15	U	91	62		153	249
".....	H 16	U	106	51		157	264
".....	I 17	U	129	55		184	288
".....	J 18	U	117	55		172	286
Ward (Quartier) 4.....	A 19	U	113	50		163	263
".....	B 20	U	120	48	4	172	278
".....	C 21	U	125	45		170	260
".....	D 22	U	111	45	3	159	246
".....	E 23	U	159	37		196	308
".....	F 24	U	137	58		195	283
".....	G 25	U	104	56	2	162	259
".....	H 26	U	99	48		147	237
".....	I 27	U	114	46	2	162	255
".....	J 28	U	97	37		134	221
".....	A 29	U	131	48		179	324
".....	B 30	U	144	44	10	198	303
".....	C 31	U	136	35	6	177	291
".....	D 32	U	133	36	11	180	306
".....	E 33	U	126	43		169	318
".....	A 34	U	87	44	1	132	194
".....	B 35	U	113	49		162	233
".....	C 36	U	113	61		174	254
".....	D 37	U	135	70	3	208	274
New Waterford, Town (Ville).....	A 38	U	54	44		98	214
".....	B 39	U	87	69		156	287
".....	C 40	U	71	69		140	275
".....	D 41	U	76	59		135	260
".....	E 42	U	81	81		162	340
".....	F 43	U	73	39		112	230
".....	G 44	U	84	71	2	157	330
".....	H 45	U	81	100		181	330
".....	I 46	U	80	42		122	236
Dominion, Town (Ville).....	A 47	U	68	83		151	228
".....	B 48	U	70	87		157	267
".....	C 49	U	73	78		151	266
".....	D 50	U	73	118		191	340
GLACE BAY, TOWN (VILLE)							
Ward (Quartier) 1.....	A 51	U	62	52		114	229
".....	B 52	U	60	73		133	286
".....	C 53	U	61	56		117	226
".....	D 54	U	64	46		110	217
".....	E 55	U	74	58	1	133	230
".....	A 56	U	79	61		140	245
".....	B 57	U	113	79		192	340
".....	C 58	U	105	75		180	318
".....	D 59	U	97	95		192	318
".....	E 60	U	107	60	1	168	331



## CAP BRETON SUD—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés.	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Finlay MacDonald	Daniel W. Morrison			
GLACE BAY, TOWN (VILLE)							
Ward (Quartier) 2.....	F 61	U	101	40		141	256
" ".....	G 62	U	84	41		125	231
" 3.....	A 63	U	58	119		177	287
" ".....	B 64	U	65	122		187	306
" ".....	C 65	U	46	135		181	290
" ".....	D 66	U	82	89		171	296
" ".....	E 67	U	60	79	4	143	249
" 4.....	A 68	U	56	83		139	208
" ".....	B 69	U	78	82		160	232
" ".....	C 70	U	91	75		166	253
" 5.....	A 71	U	29	71		100	185
" ".....	B 72	U	27	90	2	119	217
" ".....	C 73	U	46	113		159	299
" ".....	D 74	U	54	120		174	330
" ".....	E 75	U	41	84	5	130	253
" ".....	F 76	U	29	96	3	128	260
" 6.....	A 77	U	86	62		148	250
" ".....	B 78	U	50	46		96	131
" ".....	C 79	U	102	52	3	157	243
District No. 1 Reserve.....	A 80	R	85	65		150	252
" ".....	B 81	R	55	72		127	200
" ".....	C 82	R	65	61		126	187
" ".....	D 83	R	92	87	1	180	284
" ".....	E 84	R	31	31		62	134
" 2 Balls Creek.....	A 85	R	104	84		188	236
" ".....	B 86	R	48	63	1	112	199
" ".....	C 87	R	57	27		84	160
" ".....	D 88	R	92	81		173	267
" 3 Hillside.....	A 89	R	61	36		97	165
" ".....	B 90	R	69	38		107	226
" 11 Dominion 6.....	A 91	R	66	100		166	216
" ".....	B 92	R	101	97	1	199	249
" ".....	C 93	R	62	59		121	173
" 12 Port Morien.....	A 94	R	99	73		172	247
" ".....	B 95	R	55	104		159	239
" ".....	C 96	R	34	60		94	183
" ".....	D 97	R	48	62		110	168
" ".....	E 98	R	41	17		58	140
" 18 South Forks.....	A 99	R	85	65		150	258
" ".....	B 100	R	49	34		83	149
" ".....	C 101	R	50	35		85	180
" 20 Lingan.....	A 102	R	60	37	1	98	182
" ".....	B 103	R	43	36		79	189
" ".....	C 104	R	86	48		134	237
" ".....	D 105	R	71	20		91	210
" ".....	E 106	R	95	40		135	313
Sydney City (Cité) Advance (Provisoire).....	107	U	16	7		23	
Totals—Totaux.....	107	.....	8,924	6,412	70	15,406	26,411

Majority for }  
Majorité pour } Finlay MacDonald, 2,512.

COLCHESTER

Population—1921, 25,196

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alfred Dickie	George T. MacNutt			
Truro, Advance (Provisoire)...		U	9	47		56	
"	1A	U	41	174		215	315
"	1B	U	47	143		190	277
"	1C	U	30	67		97	162
"	1D	U	38	144		182	295
"	1E	U	62	91		153	253
"	1F	U	40	106		146	218
"	1G	U	46	106		152	258
"	1H	U	45	151		196	334
"	1I	U	37	143	1	181	300
"	A-L	U	17	78	1	96	183
"	M-Z	U	20	90	1	111	219
"	1K	U	23	70		93	139
"	1L	U	70	146	4	220	301
"	1M	U	28	127		155	279
"	1N	U	29	93	3	125	209
"	1O	U	30	104		134	223
"	1P	U	11	41		52	93
"	1Q	U	27	121		148	214
"	1R	U	46	149		195	336
"	1S	U	38	142	1	181	306
Clifton	2A	R	65	98		163	216
"	2B	R	72	107		179	256
Brookfield	3A	R	88	115	1	204	250
"	3B	R	81	99	1	181	230
Lower Stewiacke	4	R	89	92		181	224
Middle Stewiacke	5	R	86	116		202	252
Upper West (Ouest) Stewiacke	6	R	95	87		182	232
Salmon River	7A	R	70	148	2	220	326
"	7B	R	47	85		132	204
"	7C	R	99	144	1	244	321
"	7D	R	55	66		121	161
Kempton	8	R	44	49		93	102
"	9A	R	62	79		141	185
"	9B	R	54	72	1	127	148
Waugh's River	10	R	105	104	2	211	255
Tatamagouche East (Est)	11A	R	96	76		172	219
"	11B	R	52	64		116	138
New Annan	12A	R	91	48	1	140	186
"	12B	R	68	60		128	166
North River	13A	R	98	83		181	240
"	13B	R	72	151		223	278
Lower Onslow	14A	R	61	63		124	157
"	14B	R	92	109	1	202	287
Upper Londonderry	15A	R	52	152	1	205	258
"	15B	R	60	103		163	220
Middle Londonderry	16A	R	101	55	1	157	214
"	16B	R	127	150	3	280	335
Lower Londonderry	17A	R	71	54	1	126	172
"	17B	R	82	63	1	146	196
"	I-Z	R	87	62		149	189
Economy	18A	R	39	37		76	102
"	18B	R	125	84		209	289
Five Islands	19	R	114	84		198	282
Upper Stewiacke East (Est)	20	R	109	97	1	207	251
Acadia Mines East (Est)	21	R	67	113	2	182	258
Acadia Mines West (Ouest)	21	R	33	46	1	80	153
Tatamagouche West (Ouest)	22	R	119	92	1	212	259
Gay's River	23A	R	39	53		92	125
"	23B	R	66	60	1	127	165
Brûlé	24	R	123	134		257	323
Stewiacke Town (Ville)	25A	R	97	112		209	248
"	25B	R	62	68	1	131	169
Totals—Totaux	63		4,049	6,067	35	10,151	14,161

Majority for  
Majorité pour } George T. MacNutt, 2,018.



## CUMBERLAND

Population—1921, 41,191

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Albert Hanway	Robert Knowlton Smith			
Amherst.....	1A	U	68	63		131	200
".....	1B	U	63	76		139	233
".....	1C	U	75	86	1	162	270
".....	1D	U	85	84		169	294
".....	1E	U	62	73		135	233
".....	1F	U	63	92	1	156	232
".....	1G	U	32	60		92	175
".....	2A	U	58	50		108	185
".....	2B	U	79	61		140	221
".....	2C	U	62	86		148	251
".....	2D	U	64	45		109	208
".....	2E	U	50	108		158	232
".....	2F	U	66	57		123	210
".....	3A	U	103	70	6	179	303
".....	3B	U	73	51		124	219
".....	3C	U	59	54	1	114	171
".....	3D	U	52	81	1	134	226
".....	3E	U	109	78	1	188	326
".....	3F	U	53	55	3	111	188
".....	3G	U	62	68		130	233
".....	3H	U	76	43	1	120	203
Advance (Provisoire).....		U	2	4		6	
Fort Lawrence.....	4	R	36	45		81	105
West Amherst.....	5	R	120	128	3	251	293
Nappan.....	6	R	112	119		231	272
East Amherst.....	7A	R	59	91		150	205
".....	7B	R	77	83	1	161	181
Amherst Head.....	8	R	77	101		178	223
Linden.....	9A	R	101	58		159	214
".....	9B	R	74	44		118	150
Tidnish.....	10A	R	80	124	1	205	235
Amherst Shore.....	10B	R	88	85		173	232
Pugwash.....	11A	R	73	97	2	172	234
".....	11B	R	81	118	3	202	263
Doherty Creek.....	12	R	102	88	1	191	274
Pugwash River.....	13A	R	82	79		161	168
".....	13B	R	58	77		135	201
Wallace.....	14A	R	88	75		163	204
".....	14B	R	65	76	2	143	172
Wallace Bridge.....	15	R	143	104		247	305
Wentworth.....	16A	R	71	64		135	168
".....	16B	R	75	75		150	188
Malagash.....	17A	R	50	50		100	172
".....	17B	R	71	81	3	155	195
Westchester Station.....	18A	R	149	108	1	258	299
Millvale.....	18B	R	42	67		109	143
Middleboro.....	19A	R	67	122	1	190	239
Victoria.....	19B	R	41	98		139	175
River Philip.....	20A	R	98	90		188	224
Collingwood.....	20B1	R	64	76		140	166
".....	20B2	R	56	79		135	164
Oxford.....	21A	R	70	121	1	192	266
".....	21B	R	79	136	3	218	272
".....	21C	R	106	63		169	217
Mansfield.....	22A1	R	54	76		130	178
".....	22A2	R	60	68	2	130	183
Oxford Junction.....	22B	R	45	25		70	109
Southampton.....	23A	R	106	27		133	163
Athol.....	23B	R	33	43		76	117
Mapleton.....	23C	R	72	43		115	148
Rodney.....	24	R	50	82		132	154
Springhill.....	25A	U	64	98		162	248
".....	25B	U	53	126		179	271
".....	25C	U	62	104		166	264

## CUMBERLAND—Con.

Polling Divisions Arondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Albert Hanway	Robert Knowlton Smith			
Springhill.....	25D	U	45	84		129	221
“.....	26A	U	60	108		168	273
“.....	26B	U	74	95		169	246
“.....	26C	U	73	130	2	205	292
“.....	26D	U	38	94	2	134	220
“.....	26E	U	18	62	1	81	128
“.....	27A	U	47	121		168	258
“.....	27B	U	57	121	2	180	279
“.....	27C	U	69	126		195	301
Springhill Junction.....	28	R	26	39	1	65	78
River Hébert.....	29A	R	72	97	5	174	268
“.....	29B	R	64	113		177	266
“.....	29C	R	68	89		157	237
“.....	29D	R	47	112		159	252
Lower Cove.....	30A	R	31	38		69	90
Minudie.....	30B	R	37	36		73	109
Joggins.....	31A	R	66	86		152	210
“.....	31B	R	89	92		181	203
“.....	31C	R	33	83	1	117	173
Shulie.....	32	R	20	30		50	63
Advocate.....	33A	R	59	79		138	213
“.....	33B	R	72	74		146	274
Port Greville.....	34A	R	37	78		115	200
“.....	34B	R	26	101		127	199
“.....	34C	R	45	103	1	149	230
Diligent River Corner.....	35A	R	70	83		153	217
Cross Roads.....	35B	R	34	112		146	196
Parrsboro.....	36A	R	54	100	2	156	220
“.....	36B	R	68	63		131	202
“.....	36C	R	60	75	1	136	218
“.....	37A	R	112	113		225	299
“.....	37B	R	120	109		229	300
Parrsboro East (Est).....	38A	R	42	51		93	139
“.....	38B	R	52	63		115	171
Maccan.....	39	R	88	160		248	281
Apple River.....	40	R	66	97	1	164	272
Totals—Totaux.....	100		6,609	8,176	58	14,843	21,265

Majority for } Robert Knowlton Smith, 1,567.  
Majorité pour }



## DIGBY-ANNAPOLIS

Population—1921, 37,765.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Lewis Johnstone Lovett	Harry Bernard Short			
DIGBY							
Hillsburgh.....A-L	1	R	119	75	3	197	437
“.....M-Z	1	R	115	51		166	
Marshall Town (Ville).....A-L	2	R	59	134	2	195	505
“.....M-Z	2	R	68	138		206	
Digby.....A-L	3	R	82	89	3	174	435
“.....M-Z	3	R	81	111	2	194	
“.....A-L	3A	R	69	102		171	374
“.....M-Z	3A	R	64	106		170	
Sandy Cove.....	4	R	85	75		160	185
Freeport.....A-L	5	R	79	100		179	398
“.....M-Z	5	R	53	49		102	
Westport.....A-L	6	R	76	62		138	334
“.....M-Z	6	R	68	46		114	
Plympton.....	7	R	54	94		148	219
Weymouth.....A-L	8	R	40	70		110	323
“.....M-Z	8	R	39	89	2	130	
St. Bernard.....A-F	9	R	81	57		138	418
“.....G-Z	9	R	50	75		125	
Church Point.....	10	R	140	32	5	177	219
Meteghan.....	11	R	99	87		186	295
Salmon River.....	12	R	166	48	9	223	299
Tiverton.....	13	R	138	107	1	246	289
New Tusket.....	14	R	46	59		105	136
Rossway.....	15	R	58	74		132	162
Smiths Cove.....	16	R	82	111	1	194	239
Culloden.....A-L	17	R	95	80		175	389
“.....M-Z	17	R	91	65		156	
Grosses Coques.....	18	R	71	96	1	168	211
Comeauville.....	19	R	125	107	2	234	297
Meteghan River.....	20	R	124	91		215	272
Cheticamp.....	21	R	65	57	1	123	165
Weymouth.....A-F	22	R	78	123	2	203	756
“.....G-M	22	R	69	157		226	
“.....N-Z	22	R	49	107	1	157	
Little River.....	23	R	94	109		203	265
Barton.....	24	R	72	113		185	236
Concession.....	25	R	72	48		120	205
Centreville.....	26	R	83	54	1	138	197
Doucetteville.....	27	R	52	86		138	184
New Edinburgh.....	28	R	75	59	1	135	178
Havelock.....	29	R	40	61		101	122
Meteghan North.....	30	R	103	91	2	196	295
Cape St. Mary's.....	31	R	46	26	4	76	106
Lake Doucette.....	32	R	72	63		135	187
Hectanooga.....	33	R	38	39	1	78	89
Corberrie.....	34	R	45	63		108	141
Saulnierville.....	35	R	101	82		183	269
Lower Saulnierville.....A-L	36	R	71	56	2	129	300
Lower Saulnierville.....M-Z	36	R	52	67		119	
Lower Concession.....	37	R	32	52	1	85	146
ANNAPOLIS							
Melvorn Square.....	1	R	132	105	31	268	295
Middleton.....A-H	2	R	99	146	1	246	551
“.....I-Z	2	R	130	124	1	255	
East Brooklyn.....2A	3	R	122	63	6	191	207
Lawrencetown.....A-L	3	R	96	89		185	444
“.....M-Z	3	R	108	72		180	
Upper Clarence.....3A	4	R	46	85		131	146
Bridgetown.....A-E	4	R	86	95		181	637
“.....F-Mc	4	R	71	91	2	164	
“.....M-Z	4	R	92	105		197	

DIGBY-ANNAPOLIS—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Lewis Johnstone Lovett	Harry Bernard Short			
ANNAPOLIS— <i>Con.</i>							
Clarence.....	4A	R	116	113	1	230	232
Belleisle.....	5	R	86	143	1	230	258
Granville Ferry.....	A-L	R	73	99	2	174	411
“.....	M-Z	R	94	82	.....	176	
Thorne's Cove.....	7	R	104	69	3	176	227
Clementsport.....	8	R	111	111	.....	222	293
Bear River.....	A-L	R	96	46	.....	142	329
“.....	M-Z	R	101	22	.....	123	
Annapolis Royal.....	A-L	R	70	120	.....	190	481
“.....	M-Z	R	103	104	1	208	
Carleton's Corner.....	A-L	R	81	119	4	204	428
“.....	M-Z	R	81	113	.....	194	
Nictaux.....	A-L	R	102	87	.....	189	420
“.....	M-Z	R	63	104	.....	167	
New Albany.....	13	R	50	33	1	84	103
Maitland.....	14	R	73	59	5	137	180
Morse Road.....	15	R	51	44	2	97	128
Torbrook.....	A-L	R	81	52	1	134	356
“.....	M-Z	R	74	83	3	160	
Port George.....	17	R	121	83	.....	204	256
Port Lorne.....	18	R	100	102	.....	202	255
Hampton.....	19	R	61	88	.....	149	176
Parker's Cove.....	20	R	117	88	7	212	269
Clementsvale.....	21	R	141	106	2	249	309
Lequille.....	A-L	R	63	103	.....	166	511
“.....	M-Z	R	78	87	3	168	
Round Hill.....	A-L	R	26	98	2	126	372
“.....	M-Z	R	51	122	.....	173	
Lawrencetown Lane.....	A-L	R	123	51	.....	174	386
“.....	M-Z	R	87	63	.....	150	
Springfield.....	A-L	R	53	88	.....	141	375
“.....	M-Z	R	70	64	.....	134	
Margaretville.....	26	R	110	118	.....	228	238
Deep Brook.....	27	R	96	86	2	184	229
Milford.....	28	R	35	85	3	123	147
Victoria Beach.....	29	R	65	76	2	143	185
Young's Cove.....	30	R	36	80	1	117	153
Totals—Totaux.....	97	.....	7,851	8,159	134	16,144	20,324

Majority for } Harry Bernard Short, 308.  
Majorité pour }



## HALIFAX

Population—1921, 97, 228

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. William Anderson Black	John Murphy	Felix Patrick Quinn	James Layton Ralston				
HALIFAX CITY (CITÉ)										
"	A-G	1A	U	104	65	100	63		332	228
"	H-M	1A	U	117	65	111	68		361	216
"	N-Z	1A	U	97	46	91	47		281	213
"	A-G	1B	U	65	68	57	74		264	214
"	H-N	1B	U	59	64	54	64		241	221
"	O-Z	1B	U	78	41	76	44		239	207
"	A-G	1C	U	82	62	80	64		288	204
"	H-M	1C	U	69	74	64	76		283	241
"	N-Z	1C	U	75	66	73	68		282	215
"	A-G	1D	U	82	65	75	73	1	296	238
"	H-N	1D	U	83	79	76	84	2	324	271
"	O-Z	1D	U	95	66	82	78	1	322	260
"	A-E	1E	U	67	75	60	74	1	277	225
"	F-L	1E	U	71	62	72	63		268	207
"	M-O	1E	U	63	42	56	45		206	166
"	P-Z	1E	U	86	56	79	63		284	220
"	A-K	1F	U	80	66	78	66		290	203
"	L-Z	1F	U	72	62	68	63		265	196
"	A-G	2A	U	80	78	75	81		314	295
"	H-O	2A	U	63	66	57	68		254	277
"	P-Z	2A	U	36	64	36	61		197	215
"	A-F	2B	U	40	61	43	60		204	199
"	G-M	2B	U	65	66	61	65		257	238
"	N-Z	2B	U	54	53	49	52		208	194
"	A-C	2C	U	79	46	69	59	3	256	212
"	D-J	2C	U	85	91	79	95		350	289
"	K-O	2C	U	78	69	77	68		292	262
"	P-Z	2C	U	110	58	97	60		325	253
"	A-K	2D	U	42	48	43	45	3	181	160
"	L-Z	2D	U	49	56	51	53	2	211	197
"	A-L	2E	U	80	85	75	74		314	311
"	M-Z	2E	U	60	91	57	84		292	302
"	A-C	2F	U	114	67	103	73		357	286
"	D-G	2F	U	109	72	105	80		366	306
"	H-L	2F	U	109	83	107	87		386	291
"	M-N	2F	U	124	77	114	87	2	404	331
"	O-S	2F	U	110	86	100	90	1	387	336
"	T-Z	2F	U	40	41	43	40		164	143
"	A-L	2G	U	36	46	33	43		158	177
"	M-Z	2G	U	55	45	48	48	1	197	183
"	A-L	2H	U	56	57	55	55		223	218
"	M-Z	2H	U	49	52	47	52		200	227
"	A-G	3A	U	94	59	88	59		300	281
"	H-N	3A	U	86	54	85	53	2	280	280
"	O-Z	3A	U	67	48	62	46		223	228
"	A-G	3B	U	81	29	76	28	4	218	257
"	H-O	3B	U	72	76	69	62		279	278
"	P-Z	3B	U	71	62	65	63		261	262
"	A-B	3C	U	67	76	62	74		279	209
"	C-E	3C	U	75	78	73	76	1	303	263
"	F-H	3C	U	124	112	117	110		463	352
"	I-L	3C	U	54	49	54	51	3	211	157
"	M-Mc	3C	U	110	94	105	98		407	316
"	N-R	3C	U	78	63	75	66		282	223
"	S-T	3C	U	67	42	65	42	2	218	176
"	U-Z	3C	U	45	28	41	24		138	114
"	A-G	4A	U	64	75	68	68	7	282	274
"	H-M	4A	U	55	65	56	61		227	251
"	N-Z	4A	U	62	72	61	71	2	268	238
"	A-K	4B	U	105	70	105	72		352	258
"	L-Z	4B	U	92	70	93	66	3	324	254
"	A-B	4C	U	110	56	104	59		329	261
"	C	4C	U	109	47	102	57		315	217

HALIFAX—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. William. Anderson Black	John Murphy	Felix Patrick Quinn	James Layton Ralston					
HALIFAX CITY (CITÉ)—Con.											
" D-F	4C	U	71	61	69	60				261	217
" G-I	4C	U	100	97	99	96		3		395	308
" J-L	4C	U	79	61	75	59		1		275	233
" M	4C	U	104	121	104	121				450	343
" N-R	4C	U	111	52	107	57				327	262
" S-V	4C	U	82	49	75	52				258	210
" W-Z	4C	U	67	46	64	47				224	163
" A-K	4D	U	80	104	82	94				360	265
" L-Z	4D	U	85	82	80	79		1		327	286
" A-K	4E	U	74	37	75	36				222	198
" L-Z	4E	U	56	53	55	52				216	193
" A-L	5A	U	78	81	73	81		2		315	314
" M-Z	5A	U	66	73	61	66				266	274
" A-L	5B	U	48	66	46	64		1		225	152
" M-Z	5B	U	55	57	52	52				216	163
" A-Z	5C	U	87	101	79	103				370	313
" A-K	5D	U	59	84	59	81				283	239
" L-Z	5D	U	41	71	36	74				222	208
" A-K	5E	U	89	81	82	76		11		339	280
" L-Z	5E	U	67	83	68	79				297	261
" A-G	5F	U	84	44	83	44				255	249
" H-N	5F	U	86	61	85	61				293	248
" O-Z	5F	U	68	62	62	60				252	233
" A-E	5G	U	88	80	81	83				332	277
" F-K	5G	U	113	41	110	40				304	241
" L-Q	5G	U	87	70	87	67				311	237
" R-Z	5G	U	93	47	87	48				275	224
" A-Z	5H	U	105	52	103	48				308	275
" A-K	5I	U	68	62	69	64				263	226
" L-Z	5I	U	54	52	52	52				210	203
" A-L	5J	U	93	67	90	65		1		316	246
" M-Z	5J	U	100	81	96	79				356	267
" A-F	6A	U	68	44	68	41				221	232
" G-Q	6A	U	65	84	66	81				296	312
" R-Z	6A	U	65	40	59	42		2		208	209
" A-C	6B	U	67	51	67	50				235	209
" D-G	6B	U	53	52	49	51				205	204
" H-K	6B	U	50	33	50	34		2		169	158
" L-M	6B	U	53	55	52	56		1		217	185
" N-R	6B	U	59	43	54	43				199	165
" S-Z	6B	U	74	49	68	55		2		248	193
" A-D	6C	U	86	73	83	75		1		318	289
" E-I	6C	U	107	61	101	63				332	295
" J-M	6C	U	90	83	87	83				343	297
" N-R	6C	U	61	44	60	47		1		213	170
" S-Z	6C	U	63	69	63	66				261	236
" A-L	6D	U	82	46	77	54				259	254
" M-Z	6D	U	71	59	66	63				259	238
" A-Z	6E	U	94	46	93	45				278	282
" A-B	6F	U	79	43	76	43				241	205
" C-E	6F	U	117	86	113	89				405	299
" F-H	6F	U	102	64	100	61				327	269
" I-L	6F	U	55	45	54	45				199	186
" M	6F	U	58	62	58	60				238	213
" N-R	6F	U	62	42	61	41				206	176
" S-Z	6F	U	100	69	91	75		3		338	270
Advance (Provisoire)		U	38	27	39	29		1		134	
Ferguson's Cove	7A	R	65	64	66	61				256	199
Herring Cove	7B	R	57	51	58	47				213	151
Portugese Cove	8	R	70	87	66	86				309	196
Sambro	9	R	93	98	89	97				377	238
Upper Prospect	10	R	102	99	102	100				403	219
Indian Harbour	11A	R	92	58	88	58				296	242



## HALIFAX—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. William Anderson Black	John Murphy	Felix Patrick Quinn	James Layton Ralston					
Hackett's Cove.....	11B	R	85	59	82	61	.....	.....	287	212	
French Village.....	12A	R	102	75	98	75	.....	5	355	291	
Tantallon.....	12B	R	80	23	75	19	.....	.....	197	164	
Prospect Road.....	13A	R	88	39	85	42	.....	.....	254	140	
Harrietsfield.....	13B	R	27	10	25	0	.....	.....	71	52	
Fairview.....	14A	R	97	69	92	71	.....	.....	329	206	
Armdale.....	A-F	R	146	54	142	56	.....	.....	398	234	
“.....	G-N	R	126	88	123	92	.....	2	431	273	
“.....	O-Z	R	117	65	107	69	.....	2	360	234	
Jollimore.....	14C	R	95	69	88	74	.....	.....	326	190	
Bedford.....	A-K	R	118	92	115	98	.....	1	424	278	
“.....	L-Z	R	119	58	112	61	.....	.....	350	246	
Rockingham.....	15B	R	150	82	141	85	.....	.....	458	303	
Hammonds Plains.....	A-K	R	111	30	104	35	.....	.....	280	156	
“.....	L-Z	R	100	50	99	51	.....	.....	300	155	
Windsor Junction.....	17A	R	85	81	79	82	.....	6	333	214	
Sackville.....	A-K	R	90	76	84	77	.....	1	328	226	
“.....	L-Z	R	111	61	105	61	.....	1	339	227	
Lower Sackville.....	17C	R	51	43	53	44	.....	.....	191	141	
Waverley.....	18A	R	123	101	120	98	.....	.....	442	288	
Oldham.....	18B	R	41	47	40	48	.....	.....	176	124	
Gay's River.....	A-K	R	51	89	48	93	.....	.....	281	218	
“.....	L-Z	R	48	59	47	58	.....	.....	212	145	
Meagher's Grant.....	20	R	85	92	82	92	.....	.....	351	239	
Middle Musquodoboit.....	A-K	R	85	100	82	105	.....	.....	372	252	
“.....	L-Z	R	80	78	73	85	.....	.....	316	203	
Moose River & Caribou.....	21A	R	44	22	39	22	.....	1	128	99	
Upper Musquodoboit.....	A-K	R	117	124	114	132	.....	3	490	304	
“.....	L-Z	R	87	76	82	79	.....	1	325	210	
Union Dam.....	22A	R	45	13	45	11	.....	.....	114	93	
Terrance Bay.....	23	R	92	129	88	126	.....	.....	435	237	
Necum Teuch.....	24A	R	90	63	83	62	.....	.....	298	222	
Mosers' River.....	24B	R	100	59	93	59	.....	.....	311	223	
Sheet Harbour.....	A-K	R	105	92	102	92	.....	.....	391	281	
“.....	L-Z	R	121	64	119	62	.....	.....	366	210	
Sober Island.....	25B	R	42	40	41	38	.....	.....	161	119	
Mushaboom.....	25C	R	46	18	45	18	.....	.....	127	102	
Lochaber.....	25D	R	43	31	40	29	.....	.....	143	98	
Spry Bay.....	26A	R	91	89	89	90	.....	1	360	297	
Shoal Bay.....	A-K	R	75	78	74	80	.....	.....	307	286	
“.....	L-Z	R	57	52	55	50	.....	.....	214	221	
Mooseland.....	26C	R	15	7	14	7	.....	.....	43	33	
Ship Harbour.....	A-K	R	44	41	44	42	.....	1	172	137	
“.....	L-Z	R	87	69	83	69	.....	2	310	262	
Oyster Pond Jeddore.....	27B	R	173	69	167	69	.....	.....	478	376	
Head of Jeddore.....	27C	R	92	65	93	88	.....	.....	328	262	
West Chezzetcook.....	28A	R	91	110	93	106	.....	1	401	281	
Grand Desert.....	28B	R	86	124	83	119	.....	2	414	266	
Seaforth.....	28C	R	48	60	47	62	.....	.....	217	130	
Lawrencetown.....	29	R	65	60	64	58	.....	.....	247	168	
Preston.....	30	R	127	93	122	92	.....	.....	434	295	
DARTMOUTH TOWN (VILLE)											
Ward (Quartier) 1.....	A-B	31A	U	90	57	83	56	.....	286	226	
“.....	C-D	31A	U	114	52	110	54	3	333	238	
“.....	E-G	31A	U	58	41	55	42	1	197	154	
“.....	H-L	31A	U	83	51	79	52	.....	265	224	
“.....	M	31A	U	110	58	103	63	.....	334	250	
“.....	N-R	31A	U	76	51	76	52	.....	255	190	
“.....	S-T	31A	U	87	53	83	53	.....	276	192	
“.....	U-Z	31A	U	60	53	59	53	.....	225	159	
Ward (Quartier) 2.....	A-G	31B	U	103	48	94	52	.....	297	244	
“.....	H-O	31B	U	101	44	93	48	.....	286	234	
“.....	P-Z	31B	U	63	38	61	39	.....	201	163	

## HALIFAX—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. William Anderson Black	John Murphy	Felix Patrick Quinn	James Layton Ralston					
DARTMOUTH TOWN (VILLE)				11,579	3,377	10,211	8,659	52	39,927		
Quartier (Ward) 3.....A-B	31C	U	91	66	91	68			316	250	
“.....C	31C	U	78	43	69	51			241	187	
“.....D-F	31C	U	112	50	111	47			320	257	
“.....G-H	31C	U	126	52	120	59		1	358	273	
“.....I-L	31C	U	97	63	91	63			314	249	
“.....M	31C	U	110	50	110	51			321	266	
“.....N-R	31C	U	98	74	90	79			341	240	
“.....S-T	31C	U	120	43	114	44		3	324	251	
“.....U-Z	31C	U	89	36	86	38			249	200	
Preston Road.....	31D	R	97	83	88	85			353	272	
Cole Harbour.....	31E	R	87	125	76	123			411	296	
Woodside.....A-E	31F	R	85	65	79	74			303	255	
“.....F-L	31F	R	102	37	99	39		1	278	225	
“.....M-P	31F	R	97	76	93	80			346	280	
“.....Q-Z	31F	R	57	33	52	35			177	165	
Tufts Cove.....A-K	31G	R	133	142	134	137			546	280	
“.....L-Z	31G	R	61	53	62	50			226	182	
Bedford Basin.....	31H	R	18	15	17	13			63	41	
Head of St. Margaret's Bay...	32A	R	114	31	114	31			290	221	
Ingramport.....	32B	R	76	81	71	84			312	251	
Hubbard's.....	32C	R	116	105	113	105		7	446	302	
Eastern Passage.....A-K	33	R	116	56	114	53			339	253	
“.....L-Z	33	R	127	90	125	88			430	293	
Quoddy.....	34A	R	57	50	53	51		1	212	159	
Port Dufferin.....	34B	R	82	63	79	62			286	211	
Eldersbank.....	35	R	61	48	58	50			217	128	
East Chezzetcook.....A-K	36	R	73	77	78	72			300	260	
“.....L-Z	36	R	55	86	56	87			284	240	
Musquodoboit Harbour...A-K	37	R	77	68	71	73			289	198	
“.....L-Z	37	R	106	57	108	58			329	216	
Ostrea Lake.....	37A	R	29	59	29	60			177	125	
Dover.....	38	R	80	98	82	100			360	276	
Porter's Lake.....	39	R	53	35	50	38			176	117	
Totals—Totaux.....	221		17,911	14,007	17,171	14,139	121		63,349	*49,911	

Majority for } Honourable William Anderson Black over (sur) { James Layton Ralston, 3,772.  
Majorité pour } John Murphy, 3,904.

Majority for } Felix Patrick Quinn over (sur) { James Layton Ralston, 3,032.  
Majorité pour } John Murphy, 3,164.

\*Each voter could vote for two candidates—Chaque électeur pouvait voter pour deux candidats.



## HANTS-KINGS

Population—1921, 43,462

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arthur deWitt Foster	James Lorimer Ilsley			
<b>HANTS</b>							
Windsor.....A-J	1A	R	91	89	3	183	220
".....K-Z	1A	R	116	89		205	248
".....A-L	1B	R	147	150	1	298	377
".....Mc-Z	1B	R	161	129	2	292	345
".....A-J	1C	R	114	127	1	242	312
".....K-Z	1C	R	121	126		247	302
" Township.....	1D	R	100	155		255	360
Ste-Croix.....	2A	R	158	151		309	381
".....	2B	R	77	145	3	225	355
".....	2C	R	81	149	2	232	314
Brooklyn.....	3A	R	91	84		175	230
".....	3B	R	97	106		203	240
Scotch Village.....	4A	R	116	78	2	196	236
".....	4B	R	65	38		103	152
Falmouth.....	5A	R	102	113		215	256
".....	5B	R	80	154		234	289
Kempton.....	6A	R	142	34	2	178	219
".....	6B	R	191	72	3	266	331
".....	6C	R	100	47		147	188
Rawdon Church.....	7	R	113	116		229	260
South Rawdon.....	8A	R	50	39		89	102
Mount Uniacke.....	8B	R	92	63		155	197
Noel.....	9A	R	53	51		104	129
".....	9B	R	88	104	2	194	214
".....	9C	R	75	154		229	272
Nine Mile River.....	10A	R	155	115		270	367
".....	10B	R	54	102		156	214
South Maitland.....	11A	R	66	78	1	145	205
Maitland.....	11B	R	45	78		123	158
Selmah.....	11C	R	70	69		139	165
Five Mile River.....	11D	R	94	34	1	129	167
Forks.....	12A	R	61	114	2	177	209
".....	12B	R	61	96	2	159	186
Shubenacadie.....	13A	R	118	125		243	315
Milford.....	13B	R	95	144		239	305
Shubenacadie.....	13C	R	79	145	1	225	287
Walton.....	14	R	123	84	3	210	254
Gore.....	15A	R	32	69		101	139
".....	15B	R	60	75		135	171
".....	15C	R	53	43		96	119
".....	15D	R	105	36		141	171
Hantsport.....A-K	16	R	112	54		166	197
".....L-Z	16	R	116	67	1	184	223
Avondale.....	17	R	121	110		231	274
Burlington.....	18	R	121	106	1	228	283
<b>KINGS</b>							
Sheffield Mills.....	1A	R	91	130		221	240
".....	1B	R	57	114		171	200
Tanning.....	2A	R	80	95	3	178	216
".....	2B	R	80	91	1	172	198
Kingsport.....	3	R	85	102	1	188	235
Scotts Bay.....	4	R	45	91		136	163
Blomidon.....	4½	R	58	53		111	117
Canard.....	5	R	110	103	3	216	250
Port Williams.....	6A	R	86	146		232	266
".....	6B	R	89	142	2	233	263
Centreville.....	7	R	96	100		196	240
Hall's Harbour.....	7½A	R	65	89		154	173
".....	7½B	R	66	70		136	158
Upper Dyke.....	8A	R	111	144	1	256	303
".....	8B	R	94	120		214	256

HANTS-KINGS—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Arthur deWitt Foster	James Lorimer Isley			
<b>KINGS—<i>Con.</i></b>							
Aldershot.....	8½A	R	116	76	6	198	262
".....	8½B	R	113	49	.....	162	221
Brooklyn Street.....	9A	R	109	108	.....	217	255
".....	9B	R	55	90	.....	145	163
Woodville.....	10	R	71	114	.....	185	226
Somerset.....	11A	R	101	166	.....	267	306
".....	11B	R	112	128	.....	240	296
Kentville.....	12	R	120	100	.....	220	285
".....	12A	R	112	98	3	213	280
".....	12B	R	107	78	2	187	242
".....	12½	R	106	107	1	214	305
".....	12½A	R	118	110	2	230	309
".....	12½B	R	140	107	.....	247	329
" Advance (Provisoire).....		R	30	11	.....	41	
New Mines.....	13	R	147	109	1	257	299
North Alton.....	13½A	R	80	57	1	138	148
".....	13½B	R	58	70	.....	138	162
Gaspereau.....	14A	R	110	122	1	233	266
".....	14B	R	119	112	.....	231	258
Grand Pré.....	15	R	117	94	1	212	265
Greenwich.....	15½	R	159	78	3	240	286
Wolfville.....	16A	R	108	105	.....	213	249
".....	16B	R	105	106	.....	211	250
".....	16½A	R	111	148	2	261	319
".....	16½B	R	101	154	7	262	315
Avonport.....	17	R	141	106	2	249	289
Lockhartville.....	18	R	46	60	.....	106	127
Hants Border.....	18½	R	88	90	1	179	216
Millville.....	19A	R	93	44	4	141	176
".....	19B	R	126	46	1	173	215
Greenwood.....	20A	R	72	80	.....	152	173
".....	20B	R	41	81	.....	122	154
Kingston Village.....	21A	R	57	134	.....	191	200
".....	21B	R	57	82	.....	139	159
Dalhousie.....	22	R	62	54	.....	116	119
Aylesford.....	23A	R	100	120	2	222	247
".....	23B	R	95	122	2	219	260
North Kingston.....	24A	R	78	99	1	178	209
".....	24B	R	94	79	.....	173	209
Cambridge.....	25A	R	90	115	.....	205	242
".....	25B	R	120	137	.....	257	346
South Berwick.....	26A	R	94	55	.....	149	169
".....	26B	R	84	56	2	142	169
Berwick Town (Ville).....	26½A	R	139	77	4	220	260
".....	26½B	R	117	87	2	206	250
Canada Creek.....	27	R	64	55	2	121	138
Harborville.....	28	R	113	88	.....	201	227
Totals—Totaux.....	107	.....	10,181	10,261	97	20,539	25,084

Majority for } James Lorimer Isley, 80.  
Majorité pour }



## INVERNESS

Population—1921, 23,808

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Isaac Duncan MacDougall	Donald Mac- Lennan			
Port Hastings, Division 1.....	1	R	64	67	.....	131	200
“ “ 2.....	1	R	72	71	1	144	209
Judique, Division 1.....	2	R	113	97	1	211	268
“ “ 2.....	2	R	98	151	.....	249	297
River Inhabitants, Division 1..	3	R	35	124	1	160	182
“ “ 2.....	3	R	107	89	.....	196	247
Port Hood, Division 1.....	4	R	102	58	.....	160	186
“ “ 2.....	4	R	38	79	.....	117	204
“ “ 3.....	4	R	88	62	.....	150	211
“ “ 4.....	4	R	25	16	.....	41	53
Hillsboro, Division 1.....	5	R	74	41	.....	115	220
“ “ 2.....	5	R	102	21	.....	123	176
Strathlorne, Division 1.....	6	R	48	35	.....	83	118
“ “ 2.....	6	R	123	57	.....	180	312
“ “ 3.....	6	R	131	71	2	204	310
Broad Cove Marsh, Division 1..	7	R	73	124	1	198	281
“ “ 2.....	7	R	44	66	.....	110	139
Margaree Harbour, Division 1..	8	R	45	82	2	129	152
“ “ 2.....	8	R	62	76	3	141	159
“ “ 3.....	8	R	69	73	.....	142	159
“ “ 4.....	8	R	25	43	.....	68	100
South West Margaree, Div. 1..	9	R	39	81	1	121	138
“ “ 2.....	9	R	78	151	1	230	275
North East Margaree, Div. 1..	10	R	51	83	2	136	159
“ “ 2.....	10	R	75	56	.....	131	172
“ “ 3.....	10	R	65	47	.....	112	137
Chéticamp, Division 1.....	11	R	151	62	.....	213	269
“ “ 2.....	11	R	113	121	2	236	279
“ “ 3.....	11	R	140	62	1	203	228
“ “ 4.....	11	R	132	63	1	196	228
“ “ 5.....	11	R	32	33	1	65	80
Whycocomagh, Division 1.....	12	R	133	44	1	178	223
“ “ 2.....	12	R	66	37	.....	103	140
“ “ 3.....	12	R	62	39	.....	101	161
River Deny's, Division 1.....	13	R	55	103	.....	158	195
“ “ 2.....	13	R	104	64	.....	168	256
East Lake, Ainslie.....	14	R	111	125	2	238	312
West Lake, Ainslie.....	15	R	72	47	.....	119	204
West Bay, Division 1.....	16	R	76	62	1	139	175
“ “ 2.....	16	R	47	36	2	85	113
Glencoe, Division 1.....	17	R	54	25	.....	79	98
“ “ 2.....	17	R	84	65	.....	149	208
“ “ 3.....	17	R	43	42	.....	85	108
South Side Whycocomagh.....	18	R	112	143	3	258	328
Poplar Grove, Division 1.....	19	R	88	79	.....	167	218
“ “ 2.....	19	R	49	61	2	112	140
Pleasant Bay.....	20	R	57	38	.....	95	156
St. Joseph's, Division 1.....	21	R	49	67	.....	116	157
“ “ 2.....	21	R	50	80	2	132	146
“ “ 3.....	21	R	31	77	.....	108	121
Creignish.....	22	R	84	105	.....	189	235
Port Hawkesbury.....	1	R	96	139	1	236	260
“ “ 2.....	2	R	109	82	2	193	238
Port Hood Ward (Quartier)....	1	R	21	40	.....	61	72
“ “ 2.....	2	R	75	51	1	127	157
“ “ 3.....	3	R	45	14	1	60	76
Inverness.....	1	R	127	59	.....	186	259
“ “ 2.....	2	R	158	51	.....	209	292
“ “ 3.....	3	R	118	80	3	201	255
“ “ 4.....	4	R	108	79	.....	187	243
“ “ 5.....	5	R	135	72	.....	207	285
“ “ 6.....	6	R	113	28	1	142	177
Totals—Totaux.....	62	.....	4,946	4,296	42	9,284	12,166

Majority for } Isaac Duncan MacDougall, 650.  
Majorité pour }

## PICTOU

Population—1921, 40,851

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Cantley	James A. Fraser			
PICTOU TOWN (VILLE)							
Ward (Quartier) 1.....1A	1	R	84	94	2	180	225
" 1.....2A	1	R	100	137		237	282
" 2.....1B	1	R	44	80		130	167
" 2.....2B	1	R	42	109	2	153	180
" 3.....1C	1	R	83	109	6	198	249
" 3.....2C	1	R	96	84		180	261
" 3.....1D	1	R	107	105	1	213	269
" 3.....2D	1	R	60	89		149	221
Pictou Island.....E	1	R	50	27		77	110
Fishers Grant.....F	1	R	62	71		133	166
Cariboo.....A	2	R	98	99		197	246
" River.....B	2	R	50	48		98	112
Cape John.....A	3	R	67	76		143	184
".....B	3	R	54	94		148	168
River John.....A	4	R	71	61		132	173
".....B	4	R	36	96	1	133	197
".....C	4	R	49	67		116	160
West Branch, River John...A	5	R	83	58		141	164
".....B	5	R	65	36	1	102	124
Dalhousie.....B	6	R	131	105		236	295
Lyons Brook.....A	7	R	112	91	1	204	249
Scotsburn Station.....B	7	R	79	101		180	222
Green Hill.....A	8	R	38	100		138	157
".....B	8	R	33	75		108	126
Mount Thom.....A	9	R	85	66	1	152	175
".....B	9	R	88	52	1	141	170
Mill Brook.....B	10	R	134	47		182	211
Laig.....B	11	R	121	38	1	160	175
New Glasgow West (Ouest) 1A	12	U	129	96		225	292
" 2A	12	U	109	89		198	245
" 3A	12	U	115	72		187	258
" 4A	12	U	133	83		216	274
" 5A	12	U	102	87		189	226
Abercrombie and Granton...B	12	R	95	93	2	190	204
Churchville.....A	13	R	97	120	4	221	282
New Glasgow South (Sud) 1B	13	U	104	57	1	162	229
" 2B	13	U	79	38		117	158
" 3B	13	U	132	77		209	246
" 4B	13	U	136	87	3	226	257
" 5B	13	U	139	93		232	286
" 6B	13	U	119	63		182	229
New Glasgow Central.....1C	13	U	123	105		228	289
" 2C	13	U	123	88		211	272
New Glasgow North (Nord) 1D	13	U	98	90		188	217
" 2D	13	U	134	96	2	232	267
" 3D	13	U	112	115		227	289
" 4D	13	U	118	91	2	211	257
" 5D	13	U	111	90		201	234
" 6D	13	U	107	57	2	166	245
Trenton.....1E	13	R	111	59	1	171	244
" 2E	13	R	96	60		156	218
" 3E	13	R	134	51	1	186	269
" 4E	13	R	100	63		163	235
" 5E	13	R	87	42		129	206
" 6E	13	R	87	38		125	175
Fraser's Mountain and Linacy F	13	R	83	68	2	153	177
Hillside and Glenfalloch....G	13	R	49	30		79	114
Little Harbour.....A	14	R	51	54		105	134
" B	14	R	60	73		133	158
McLellans Brook.....A	15	R	99	77	1	177	214
" 1B	15	R	132	92	2	226	267
" 2B	15	R	129	53	1	183	228
McLellans Mountain.....C	15	R	43	31	2	76	95



## PICTOU—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Cantley	James A. Fraser			
McPherson's Mills.....D	15	R	53	22		75	98
Bridgeville.....A	16	R	101	98		199	272
Sunny Brae.....B	16	R	105	88		193	252
Lorne.....A	17	R	126	45		171	200
Hopewell.....B	17	R	115	130		245	289
Feronna.....C	17	R	97	73		170	221
Riverton.....D	17	R	35	57		92	109
Middle River.....A	18	R	92	59		151	207
".....B	18	R	51	37		88	103
Bailey's Brook.....A	19	R	115	127	1	243	285
Big Island.....B	19	R	15	26		41	45
Avondale.....A	20	R	66	105		171	206
Barneys River.....B	20	R	84	84		168	197
Merigomish.....A	21	R	68	71		139	155
".....B	21	R	29	89		118	139
Garden of Eden.....A	22	R	37	101		138	143
East River, St. Mary's.....	22	R	32	63		95	105
Westville North (Nord).....1A	23	U	104	94	2	200	283
".....2A	23	U	145	64		209	280
".....3A	23	U	113	58	1	172	236
Drummond Mines.....1B	23	U	177	39		216	283
".....2B	23	U	128	64		192	265
".....3B	23	U	157	56		213	288
Westville South (Sud).....1C	23	U	111	54	1	166	212
".....2C	23	U	124	56		180	225
".....3C	23	U	118	39		157	220
North Wentworth Grant.....A	24	R	44	45		89	109
South Wentworth Grant.....B	24	R	20	47		67	82
Stellarton, Ward (Quartier).....							
1.....1A	25	U	99	105		204	261
".....2A	25	U	111	93		204	257
".....3A	25	U	99	97	1	197	245
Albion Mines.....1B	25	U	77	110	5	192	259
".....2B	25	U	68	78	3	149	194
".....3B	25	U	56	93		149	213
".....1B	25	U	65	100	3	168	218
Stellarton, Ward (Quartier).....							
2.....1C	25	U	109	100		209	270
".....2C	25	U	92	117	1	210	259
".....3C	25	U	92	70	2	164	216
".....4C	25	U	75	93	1	169	216
Toney River.....	26	R	79	139		218	277
Stellarton, Advance (Provisoire).....	1	U	20	30	1	51	
Pictou, Advance (Provisoire).....	2	R	2	5		7	
Totals—Totaux.....	105		9,304	7,920	65	17,290	21,827

Majority for  
Majorité pour } Thomas Cantley, 1,394.

## QUEENS-LUNENBURG

Population—1921, 43,686

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	William Duff	William G. Ernst	Bulletins rejetés	Vote total	Electeurs sur la liste
LUNENBURG							
Lunenburg East (Est).....	1A	R	95	44	2	141	171
“ “.....	1B	R	90	92	.....	132	216
“ “.....	1C	R	46	56	.....	102	136
“ “.....	1D	R	77	54	1	132	152
Lunenburg Central.....	2A	R	104	76	2	182	208
“ “.....	2B	R	91	88	.....	179	243
“ “.....	2C	R	76	79	2	157	199
Lunenburg West (Ouest).....	3A	R	90	117	.....	207	257
“ “.....	A-L	R	78	65	.....	143	163
“ “.....	M-Z	R	43	90	.....	133	159
Garden Lots.....	4	R	92	88	.....	180	206
First Peninsula.....	5	R	69	67	1	137	170
First South (Sud).....	6	R	64	124	.....	188	228
Feltz South (Sud).....	7	R	75	38	.....	113	134
Rosebay.....	8	R	112	80	2	194	223
Riverport.....	9	R	112	93	.....	205	253
Upper Lahave.....	10	R	60	111	.....	171	229
Mahone Bay North (Nord).....	11A	R	83	106	.....	189	244
Mahone Bay Central.....	A-L	R	51	91	3	145	169
“ “.....	M-Z	R	56	75	.....	131	162
Mahone Bay South (Sud).....	11C	R	79	89	.....	168	192
Mader's Cove.....	12	R	59	45	.....	104	127
Oakland.....	13	R	90	116	1	207	261
Indian Point.....	14	R	102	103	.....	205	266
Blockhouse.....	15	R	122	117	.....	239	300
New Cornwall.....	16	R	75	96	1	172	190
Bridgewater East (Est).....	17	R	94	115	.....	209	245
Bridgewater South (Sud).....	A-L	R	55	81	2	138	177
“ “.....	M-Z	R	39	75	.....	114	140
“ “.....	A-L	R	62	90	4	156	194
“ “.....	M-Z	R	51	77	.....	128	151
Bridgeburg North (Nord).....	A-L	R	71	95	1	167	193
“ “.....	M-Z	R	93	69	.....	162	191
“ “.....	A-L	R	97	93	4	194	226
“ “.....	M-Z	R	73	88	.....	161	181
Conquerall Bank.....	A-L	R	78	45	.....	123	160
“ “.....	M-Z	R	60	52	.....	112	181
Pleasantville.....	A-L	R	46	58	.....	104	177
“ “.....	M-Z	R	37	37	1	75	155
West Dublin.....	22	R	136	58	.....	194	260
Lahave Islands.....	23	R	130	54	.....	184	240
Petite Rivière.....	24	R	108	69	1	178	228
Vogler's Cove.....	25	R	102	22	.....	124	203
Italy Cross.....	26	R	95	62	.....	157	202
Waterloo.....	27	R	96	121	.....	217	258
Baker's Settlement.....	28	R	75	127	1	203	283
Upper Northfield.....	29A	R	66	69	.....	135	159
West Northfield.....	29B	R	107	100	.....	207	243
Midville.....	30	R	117	113	.....	230	274
New Germany North (Nord).....	31A	R	38	126	2	166	195
New Germany West (Ouest).....	31B	R	70	38	.....	108	123
New Germany South (Sud).....	31C	R	147	67	3	217	246
Barss Corner.....	A-L	R	54	86	.....	140	144
“ “.....	M-Z	R	55	79	2	136	156
Hemford.....	33	R	56	105	.....	161	245
Big Tancook.....	34A	R	91	69	.....	160	226
Little Tancook.....	34B	R	26	21	.....	47	62
Chester West (Ouest).....	35	R	100	128	1	229	279
Chester East (Est).....	36	R	101	107	.....	208	258
Mill Cove North (Nord).....	37A	R	53	90	2	145	176
Mill Cove South (Sud).....	37B	R	54	79	2	135	168
Blandford.....	38	R	86	71	.....	157	209
New Ross North (Nord).....	39A	R	71	131	.....	202	224
“ South (Sud).....	39B	R	57	97	1	155	173
“ West (Ouest).....	40	R	49	138	.....	187	206
Chester Basin.....	41	R	87	126	1	214	287



## QUEENS-LUNENBURG—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Duff	William G. Ernst			
Gold River.....	42	R	78	78		156	193
Hebb's Mills.....	43	R	92	95	2	189	223
Blue Rocks.....	44	R	151	48	2	201	288
East Lahave.....	45	R	71	65		136	235
New Cumberland.....	46	R	44	30		74	148
Lahave..... A-L	47	R	54	72		126	167
"..... M-Z	47	R	69	73		142	211
Broad Cove.....	48	R	41	28		69	156
Maitland.....	49	R	53	67		120	141
Bayport.....	50	R	51	49		100	133
Chelsea.....	51	R	57	106		163	194
New Canada.....	52	R	88	92		180	211
Maplewood.....	53	R	60	82		142	181
Newburn.....	54	R	36	92		128	146
Dayspring.....	55	R	81	67		148	222
Martin's Brook.....	56	R	35	92		127	164
Centre Range.....	57	R	22	96	3	121	167
Kingsburg.....	58	R	106	26	3	135	156
Lower Lahave.....	59	R	70	33		103	133
Oakhill.....	60	R	37	59		126	156
Marryatt's Cove.....	61	R	85	125	1	211	258
East River.....	62	R	65	105	1	171	239
Bayswater.....	63	R	34	52		86	123
Martin's Point.....	64	R	53	105		158	196
Stonehurst.....	65	R	84	32		116	136
Middle Lahave.....	66	R	51	18		69	113
Ninevah.....	67	R	44	46		90	104
Cherry Hill.....	68	R	78	27		105	149
Western Shore.....	69	R	33	85		118	154
Crousetown.....	70	R	53	52	1	106	122
Beech Hill.....	71	R	15	24		39	47
Middlewood.....	72	R	59	67	9	135	190
QUEENS							
Western Head.....	1	R	88	133	1	222	242
Liverpool East (Est)..... A-K	2A	R	88	116		204	238
"..... L-Z	2A	R	100	103	1	204	238
Liverpool West (Ouest)..... A-K	2B	R	105	124	1	230	261
"..... L-S	2B	R	102	129	3	234	256
"..... T-Z	2B	R	74	127	3	204	235
White Point.....	3	R	70	59		129	155
East Port, Mouton.....	4A	R	71	94		165	196
Port Joli.....	4B	R	37	43	1	81	97
South West Port Mouton.....	4C	R	45	49	2	96	108
East Milton..... A-J	5A	R	97	84	2	183	213
"..... K-Z	5A	R	104	95	2	201	241
West Milton.....	5B	R	133	104	3	240	272
Brooklyn.....	6	R	118	112	2	232	265
Beech Meadows.....	7A	R	34	63		97	124
West Berlin.....	7B	R	35	92	1	128	165
Port Medway.....	8A	R	90	115		205	264
East Port Medway.....	8B	R	22	32		54	64
Mill Village..... A-Mc	9	R	58	65		123	161
"..... M-Z	9	R	70	39	2	111	159
Greenfield.....	10	R	105	62	2	169	225
Brookfield..... A-L	11	R	72	76	1	149	180
"..... M-Z	11	R	63	66	2	131	172
Caledonia..... A-H	12	R	76	101		177	205
"..... I-Z	12	R	66	79		145	168
Kempt Corner.....	13	R	85	94		179	233
Bridgewater Advance (Provi- soire).....		R	4	23		27	
Totals—Totaux.....	125		9,136	9,925	94	19,155	23,949

Majority for } William G. Ernst, 789.  
Majorité pour }

# SIXTEENTH GENERAL ELECTION—NOVA SCOTIA

## RICHMOND WEST-CAPE BRETON

Population—1921, 17,646

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Donald D. Boyd	John Alexander Macdonald	Bulletins rejetés	Vote total	Electeurs sur la liste
Arichat.....	1	R	96	89	3	188	283
Petite de Grat.....	2	R	53	73	3	129	193
D'Escousse.....	3A	R	44	44	1	89	173
".....	3B	R	60	43	.....	103	190
River Inhabitants.....	4	R	84	101	.....	185	284
Black River.....	5	R	44	40	.....	84	197
Cannes.....	6A	R	102	31	1	134	208
".....	6B	R	48	60	.....	108	232
St. Peters.....	7A	R	116	128	1	245	295
".....	7B	R	92	132	.....	224	297
Red Islands.....	8	R	70	73	.....	143	177
Grand River.....	9	R	90	134	2	235	295
L'Ardoise.....	10A	R	68	99	.....	167	193
".....	10B	R	85	94	.....	179	205
West Arichat.....	11A	R	35	98	1	134	233
".....	11B	R	53	68	.....	121	192
Loch Lomond.....	12	R	44	73	.....	117	129
Framboise.....	13	R	46	70	.....	116	192
Port Malcolm.....	14	R	26	33	.....	59	81
Rockdale.....	15A	R	75	122	3	200	244
".....	15B	R	109	95	1	205	240
Poulamond.....	16A	R	49	75	.....	124	190
".....	16B	R	46	55	1	102	205
Petite de Grat.....	17	R	73	29	1	103	152
Soldier's Cove.....	18	R	48	58	1	107	169
Fourchu.....	19	R	20	56	.....	76	104
Louisdale.....	20	R	82	101	.....	183	268
Janvrin's Harbour.....	21	R	3	45	.....	48	70
Alderney.....	22	R	75	65	.....	140	207
Little Anse.....	23	R	58	30	.....	88	108
Rocky Bay.....	24	R	36	39	1	76	135
Point Tupper.....	25	R	112	125	2	239	298
Cape Augnet.....	26	R	21	25	.....	46	75
River Bourgeoise.....	28	R	108	54	.....	162	285
Big Pond.....	29	R	43	53	1	97	130
Enon.....	30	R	40	42	.....	82	94
Grand Mira South (Sud).....	31	R	80	74	.....	154	193
" North (Nord).....	32	R	70	95	.....	165	188
East Bay.....	33	R	50	121	.....	171	231
Trout Brook.....	34A	R	38	59	.....	97	140
".....	34B	R	49	40	.....	89	128
Gabarus.....	35A	R	37	54	1	92	165
".....	35B	R	83	121	1	205	210
Louisburg (Dist.).....	36A	R	50	45	1	96	152
".....	36B	R	49	52	1	102	169
Catalone.....	37	R	30	60	.....	90	119
Bateston.....	38	R	64	23	.....	87	123
Main-à-Dieu.....	39	R	51	34	.....	85	157
Scatarie.....	40	R	13	32	.....	45	56
Points, West Bay.....	41	R	29	34	.....	63	83
Gabarus Lake.....	42	R	49	78	.....	127	190
Little Loraine.....	43	R	26	49	.....	75	82
Louisburg.....	43A	R	101	93	.....	194	219
".....	43B	R	59	103	.....	162	258
".....	43C	R	89	50	2	141	242
Totals—Totaux.....	55	.....	3,280	3,769	29	7,078	10,128

Majority for } John Alexander Macdonald, 489.  
Majorité pour }



## SHELBURNE-YARMOUTH

Population—1921, 35,865

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Paul Lacombe Hatfield	Frank Harris Patterson			
<b>SHELBURNE</b>							
Sable River.....	1A	R	84	39	1	124	141
Louis Head.....	1B	R	92	112	1	205	288
Lockport.....	2A	R	86	85		171	253
".....	2B	R	83	75	5	163	254
Green Harbour.....	3A	R	99	85	2	186	280
West Green Harbour.....	3B	R	38	42		80	182
Jordan River.....	4	R	110	92	2	204	264
Jordan Bay.....	5	R	67	59		126	164
Sandy Point.....	6	R	52	121		173	289
Shelburne.....	7A	R	90	114	2	206	267
".....	7B	R	109	109	1	219	251
".....	7C	R	48	85		133	176
Ohio.....	8	R	69	39	2	110	132
Church Over.....	9A	R	48	83	2	133	181
Gunning Cove.....	9B	R	17	88		105	181
North East Harbour.....	10	R	51	55	1	107	171
Clyde River.....	11A	R	127	87		214	287
Cape Negro.....	11B	R	51	42		93	154
Port-la-Tour.....	12A	R	104	41		145	174
".....	12B	R	129	37		166	200
Barrington Head.....	13A	R	73	64		137	188
".....	13B	R	65	48		113	170
Barrington Passage.....	14A	R	69	28	1	98	112
".....	14B	R	63	43		106	135
Shag Harbour.....	15	R	106	108	1	215	288
Lower Woods Harbour.....	16A	R	44	72		116	167
".....	16E	R	60	48		108	155
Upper Woods Harbour.....	16B	R	53	31		84	116
Centreville.....	17A	R	95	68		163	302
Stoney Island.....	17B	R	49	85	2	136	180
Hawk's Point.....	18	R	109	61	2	172	288
Clark's Harbour.....	19A	R	87	44		131	198
".....	19B	R	153	34	2	189	290
<b>YARMOUTH</b>							
Carleton.....	1	R	127	123		250	310
West Kemptville (Ouest).....	1A	R	61	26		87	97
Tusket-Lakes.....	2	R	59	58		117	134
Ohio.....	3	R	79	78		157	185
Brenton.....	3A	R	109	35	1	145	179
Port Maitland.....	4	R	122	84		206	253
".....	4A	R	113	43	2	158	185
Hebron.....	5	R	148	130	1	279	325
Sandford.....	5A	R	65	53		118	141
Chegoggin.....	6	R	118	116		234	311
Overton.....	6A	R	85	101		186	244
Rockville.....	12	R	66	75		141	194
Rockville.....	12A	R	99	61		160	188
Arcadia.....	13	R	160	68		228	295
Brooklyn.....	13A	R	91	76		167	186
Pinkney's Point.....	13B	R	67	37		104	132
Plymouth.....	14	R	51	37		88	130
Comeau's Hill.....	14A	R	86	33		119	168
Wedgeport North (Nord).....	15	R	151	63	3	217	250
Wedgeport South (Sud).....	15A	R	221	39	1	261	311
Tusket.....	16	R	97	122		219	267
Amirault Hill.....	16A	R	75	116		191	320
Belleville.....	17	R	125	78		203	236
Quinan.....	17A	R	117	69	1	187	216
Eel Brook.....	18	R	77	83	3	163	241
Argyle.....	19	R	90	55		145	187

## SHELBURNE-YARMOUTH—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Paul Lacombe Hatfield	Frank Harris Patterson			
<b>YARMOUTH COUNTY—Con.</b>							
Lower Argyle.....	19A	R	71	36	1	108	148
East Pubnico.....	20	R	136	49		185	274
West Pubnico.....	21	R	146	132		278	339
“.....	21A	R	197	97	3	297	400
Kemptonville.....	22	R	50	53		103	125
Pubnico Head.....	23	R	106	61	2	169	318
The Islands.....	24	R	86	17		103	143
Yarmouth Town (Ville).....	7	U	127	76		203	321
“.....	7A	U	97	88	1	186	261
“.....	8	U	94	107		201	326
“.....	8A	U	130	101		231	327
“.....	8B	U	71	94	2	167	287
“.....	9	U	129	130	1	260	366
“.....	9A	U	97	155		252	371
“.....	10	U	123	117		240	332
“.....	10A	U	117	143		260	364
“.....	10B	U	100	176		276	375
“.....	11	U	117	128	3	248	343
“.....	11A	U	91	161	1	253	344
Yarmouth, Advance (Provisoi- re).....		U	15	4		19	
Totals—Totaux.....	79		7,339	6,008	53	13,400	18,327

Majority for } Paul Lacombe Hatfield, 1,331.  
Majorité pour }



## NEW BRUNSWICK

## NOUVEAU-BRUNSWICK

## CHARLOTTE

Population—1921, 21,435

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Watson Grimmer	P. Elmer McLaughlin			
St. Andrews..... A-F	1	R	79	81		160	231
“..... G-L	1	R	80	55	3	138	256
“..... M-P	1	R	85	73		158	235
“..... Q-Z	1	R	92	64		156	221
Upper Mills.....	2	R	55	38		93	138
Old Ridge..... A-L	3	R	90	43	1	134	225
“..... M-Z	3	R	73	32		105	185
Dufferin.....	4	R	99	5		104	118
Little Ridgton.....	5	R	73	28		101	135
Scotch Ridge.....	6	R	60	12	2	74	131
Oak Hill.....	7	R	73	28		101	151
Moore's Mills.....	8	R	31	15		46	77
Lawrence.....	9	R	69	63	1	133	162
Baillie.....	10	R	80	30		116	166
St-David.....	11	R	46	34	1	81	100
Oak Bay..... A-Mc	12	R	101	42		143	186
“..... M-Z	12	R	79	19		98	142
Tower Hill.....	13	R	113	63		176	242
Flume Ridge.....	14	R	16	17		33	37
Tryon.....	15	R	17	8		25	27
Rolling Dam..... A-L	16	R	80	26		106	122
“..... M-Z	16	R	83	56		139	156
Bocabec.....	17	R	72	51	1	124	161
Elmsville.....	18	R	93	45		138	181
Bayside.....	19	R	59	30	1	90	125
Wawwig.....	20	R	49	29		78	104
Second Falls.....	21	R	46	73		119	171
Back Bay.....	22	R	24	46		70	194
L'Etête.....	23	R	36	97		133	191
St-George..... A-E	24	R	84	65	3	152	223
“..... F-L	24	R	89	60		158	243
“..... M-O	24	R	70	98		168	240
“..... P-Z	24	R	87	72	1	160	234
Beaver Harbour.....	25	R	69	56		125	173
Black's Harbour.....	26	R	44	137		181	283
Pennfield.....	27	R	80	55		135	247
Lepreau.....	28	R	31	60		91	130
Mace's Bay.....	29	R	59	36		95	118
Clarendon.....	30	R	18	8		26	36
Fair Haven.....	31	R	25	33		58	75
Chocolate Cove.....	32	R	32	21		53	73
Leonardville.....	33	R	43	60		103	145
Richardson.....	34	R	15	51		66	95
Lord's Cove..... A-L	35	R	40	76		116	166
“..... M-Z	35	R	34	60		94	119
Wilson's Beach..... A-L	36	R	56	65		121	169
“..... M-Z	46	R	76	70		146	201
Welshpool..... A-J	37	R	54	57		111	152
“..... K-Z	37	R	39	72		111	143
North Head..... A-L	38	R	38	71		109	188
“..... M-Z	38	R	43	41		84	122
Castalia.....	39	R	56	69		125	152
Woodward's Cove.....	40	R	23	23		46	98
White Head.....	41	R	46	31		77	182

CHARLOTTE.—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Watson Grimmer.	P. Elmer McLaughlin			
Seal Cove.....	A-H 42	R	63	59		122	156
".....	I-Z 42	R	50	54		104	142
Wood Island.....	43	R	17	27		44	54
Grand Harbour.....	A-G 44	R	32	88		120	159
".....	H-Z 44	R	33	70		103	140
Milltown.....	A-C 45	R	77	85	4	166	257
".....	D-J 45	R	76	64	3	143	250
".....	K-O 45	R	90	50	2	142	267
".....	P-Z 45	R	94	51		145	241
".....	46	R	150	50	1	201	262
St-Stephen.....	A-B 47	R	102	31		133	217
".....	C 47	R	86	47	1	134	236
".....	D-F 47	R	90	32		122	197
".....	G-H 47	R	140	24	1	165	250
".....	I-L 47	R	75	30		105	182
".....	M-N 47	R	62	33		95	158
".....	Mc 47	R	84	49		133	217
".....	O-R 47	R	86	44	1	131	215
".....	S-U 47	R	77	46		123	225
".....	V-Z 47	R	80	27		107	163
".....	A-L 48	R	97	36		133	180
".....	M-Z 48	R	91	21		112	176
Totals—Totaux.....	76		4,967	3,677	27	8,671	12,981

Majority for  
Majorité pour } Robert Watson Grimmer, 1,290.



## GLOUCESTER

Population—1921, 38,684

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph S. Dumas	Pierre J. Veniot			
South Tetegouche.....	1	R	95	117		212	245
West Bathurst.....	2	R	55	85	1	141	171
“.....B-C	2	R	100	84		184	275
“.....D-H	2	R	88	112		200	242
“.....I-O	2	R	92	66	6	164	214
“.....P-Z	2	R	79	111	3	193	203
Salmon Beach.....	3	R	101	38		139	154
Bathurst Mines.....	4	R	34	9		43	45
East Bathurst.....	5	R	78	48	2	128	210
“.....C-D	5	R	95	105	6	206	278
“.....E-O	5	R	153	67	3	223	258
“.....P-Z	5	R	115	93	1	209	256
Bathurst.....	6	R	85	106	2	193	258
“.....D-G	6	R	78	125	2	205	264
“.....H-L	6	R	81	101	3	185	230
“.....M-Q	6	R	97	81	4	182	230
“.....R-Z	6	R	94	115	5	214	296
South Bathurst.....	6½	R	79	116	9	204	254
“.....H-Z	6½	R	65	152	3	220	245
Green Point.....	7	R	61	116	4	181	206
“.....F-K	7	R	33	134	4	171	214
“.....L-Z	7	R	59	147		206	247
Petit Rocher.....	8	R	83	136	3	222	295
“.....C-D	8	R	55	143	2	200	276
“.....E-P	8	R	59	145	3	207	176
“.....Q-Z	8	R	45	123	2	170	265
Robertville.....	9	R	72	78		150	202
“.....D-H	9	R	101	90		191	235
“.....I-Z	9	R	54	93	1	148	175
St-Jeanne d'Arc.....	10	R	55	133		188	229
Grand Anse.....	11	R	86	96	1	183	210
“.....M-Z	11	R	67	73	1	141	180
St-Léolin.....	12	R	45	71		116	149
“.....L-Z	12	R	59	75	2	136	184
Clifton.....	13	R	113	35	1	149	180
“.....J-Z	13	R	128	34	1	163	201
Upper Caraquet.....	14	R	116	79		195	230
“.....I-Z	14	R	116	65		181	217
Caraquet.....	15	R	74	72		146	174
“.....C-G	15	R	89	93	1	183	224
“.....H-L	15	R	87	94		181	245
“.....M-Z	15	R	55	71		126	154
St-Simon.....	16	R	89	153		242	280
Middle Caraquet.....	17	R	58	171	3	232	288
“.....H-Z	17	R	45	82		127	163
Lower Caraquet.....	18	R	67	134	2	203	234
“.....K-Z	18	R	75	141	2	218	257
Paquetteville.....	19	R	55	111	1	167	224
“.....H-Z	19	R	69	132		201	244
Burnsville.....	20	R	56	142		198	246
“.....I-Z	20	R	38	123		161	200
Tracadie.....	21	R	39	59	5	103	130
“.....B	21	R	67	129	2	198	280
“.....C-L	21	R	67	126	1	194	292
“.....M-R	21	R	54	63	1	118	170
“.....S-Z	21	R	65	65		130	164
Sheila.....	22	R	104	108	2	214	262
“.....M-Z	22	R	79	125	14	218	252
Leach.....	23	R	107	123	2	232	273
“.....D-Z	23	R	135	93		228	268
Tilley Road.....	24	R	64	130		194	256
St-Isidore.....	25	R	42	80		131	172
“.....I-Z	25	R	53	59		112	140
Duguayville.....	26	R	62	101	3	166	186

**GLOUCESTER—Con.**

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph S. Dumas	Pierre J. Veniot			
Shippegan.....	A-G 27	R	119	94		213	239
".....	H-O 27	R	114	76		190	218
".....	P-Z 27	R	87	111	1	199	228
Island River.....	28	R	122	104	1	227	273
Hachi.....	A-F 29	R	84	82		166	243
".....	G-Z 29	R	74	121	1	196	262
Lameque.....	A-H 30	R	86	156		242	285
".....	I-Z 30	R	51	144	1	196	218
Miscou Centre.....	A-K 31	R	65	52		117	141
".....	L-Z 31	R	79	58		137	177
Pokemouche.....	32	R	84	88	3	175	230
Four Road.....	A-K 33	R	112	91		203	240
".....	L-Z 33	R	107	113	1	221	293
Upper Ste-Rose.....	34	R	119	127		246	302
Mattimpyque.....	35	R	68	111	1	180	245
Six Roads.....	36	R	96	78	6	180	220
Totals—Totaux.....	80		6,333	7,992	129	14,454	17,991

Majority for }  
Majorité pour } Pierre J. Veniot, 1,659



KENT

Population—1921, 23,916

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alfred Edmond Bourgeois	Alexandre Joseph Doucet			
Richibucto.....	A-L 1	R	89	100		189	241
".....	M-Z 1	R	66	89		155	181
".....	2	R	96	108	2	206	254
".....	3A	R	88	57		145	184
".....	3	R	128	47		175	231
".....	3	R	133	64		197	234
".....	4	R	57	65	2	124	173
".....	4	R	60	72	6	138	183
Weldford.....	5	R	59	122		181	259
".....	5½	R	38	86	3	127	166
".....	6	R	93	61		154	172
".....	A-L 7	R	81	70	2	153	181
".....	M-Z 7	R	76	85	2	163	215
".....	8	R	37	19		56	60
".....	9	R	80	146		226	243
Wellington.....	10	R	52	89		141	192
".....	10A	R	99	58	1	158	219
".....	10B	R	127	69		196	349
".....	10C	R	119	61		180	222
".....	11	R	115	45		160	258
".....	11A	R	96	61		157	254
".....	11B	R	69	76		145	212
".....	12	R	118	107	1	226	298
".....	12A	R	107	102		209	286
St-Mary.....	13	R	89	34		123	164
".....	13A	R	92	41		133	167
".....	13½	R	64	121		185	232
".....	14	R	91	122	1	214	276
".....	14	R	126	73		199	240
St-Paul.....	15	R	57	74		131	162
".....	15A	R	118	135		253	275
Dundas.....	16	R	102	60		162	200
".....	16A	R	61	73	1	135	172
".....	17	R	102	96		198	228
".....	17½	R	73	102		175	181
".....	18	R	55	87		142	172
".....	18A	R	90	79		169	172
".....	19	R	59	110		169	195
".....	19A	R	79	68		147	164
Acadieville.....	20	R	133	62		195	233
".....	21	R	107	49		156	211
".....	22	R	55	69	2	126	135
Carleton.....	23	R	117	65		182	214
".....	24	R	45	36	1	82	91
".....	25	R	52	107	1	160	215
St-Louis.....	26	R	149	88	2	239	568
".....	26A	R	166	72		238	
".....	27	R	125	111	4	240	260
Harcourt.....	28	R	70	101	3	174	225
".....	29	R	104	99	2	205	253
".....	30	R	12	9		21	23
St-Charles.....	31	R	139	60		235	334
".....	32	R	184	75		259	306
Totals—Totaux.....	53		4,799	4,173	36	9,008	11,341

Majority for } Alfred Edmond Bourgeois, 626.  
Majorité pour }

## NORTHUMBERLAND

Population—1921, 33,985

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Elijah Fish	Charles Joseph Morrissey			
Newcastle.....	1	R	70	70	6	146	262
".....	1	R	74	87		161	179
".....	1	R	75	56	8	139	236
".....	1	R	74	79		153	244
".....	1	R	54	47		101	183
".....	1	R	82	84		166	208
".....	1	R	89	52		141	245
".....	1	R	81	84	4	169	249
".....	1	R	115	92		207	286
Douglstown.....	2	R	123	92		215	292
".....	2	R	108	85		193	297
Lower Newcastle.....	3	R	97	132	4	233	298
Beaver Brook.....	4	R	35	38		73	100
Bartibogue Bridge.....	5	R	57	82	2	141	180
New Jersey.....	6	R	84	81	1	166	213
St-Wilfred's.....	7	R	54	70	1	125	159
Fair Isle.....	8	R	32	89	1	122	161
Neguac.....	9	R	50	89	2	141	197
".....	9	R	75	124	3	202	247
Tabusintac.....	10	R	106	95	4	205	286
".....	10	R	136	64	1	201	274
Brantville.....	11	R	32	68		100	124
Portage River.....	12	R	84	98	1	183	232
Millerton.....	13	R	78	45		123	215
".....	13	R	62	58	1	121	231
Quarryville.....	14	R	88	34	2	124	182
Trout Brook.....	15	R	97	70		167	195
Maple Glen.....	16	R	26	44		70	90
Whitney.....	17	R	93	79	2	174	235
Sunny Corner.....	18	R	72	72		144	175
".....	18	R	69	42		111	186
Reneau.....	19	R	31	67		98	215
".....	19	R	39	116		155	163
Blackville Village.....	20	R	85	56	2	143	232
".....	20	R	49	77	2	128	246
".....	20	R	67	97		164	267
Howard's.....	21	R	28	42		70	90
Upper Blackville.....	22	R	55	60		115	167
Blissfield.....	23	R	72	73		145	200
Doaktown.....	24	R	142	59		201	242
".....	24	R	99	55		154	248
Ludlow.....	25	R	53	58	1	112	178
".....	25	R	46	61		107	204
Boiestown.....	26	R	50	59	1	110	130
Holtville.....	27	R	44	47		91	109
Nelson.....	28	R	37	110	1	148	238
".....	28	R	58	117	3	178	280
".....	28	R	28	75		103	186
Barnaby River.....	29	R	28	105	5	138	187
Chelmsford.....	30	R	87	86	2	175	251
Hardwood's Bay, St-Anne.....	31	R	85	78		163	214
".....	31	R	68	89	1	153	210
Hardwick.....	32	R	69	88		157	187
Bay du Vin.....	33	R	137	108		245	302
Rogerville.....	34	R	41	138	1	180	298
".....	34	R	85	116	4	205	278
Rosaireville.....	35	R	34	84	3	121	166
Pleasant Ridge—Vienneau.....	36	R	40	73		113	155
Collette.....	37	R	49	98	1	148	251
South Esk.....	38	R	54	42		96	113
Red Bank.....	39	R	90	116		206	257
Sillikers.....	40	R	108	55		163	216
Loggieville.....	41	R	85	59		144	266
".....	41	R	107	57	2	166	230



## NORTHUMBERLAND—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Elijah Fish	Charles Joseph Morrissey			
Chatham Head.....	42	R	64	130		194	292
".....	42	R	86	111	3	200	327
Chatham Town (Ville).....	43	R	57	51	4	112	244
".....	43	R	53	61		114	249
".....	43	R	90	76	4	170	277
".....	43	R	43	42		85	310
".....	43	R	62	73	0	144	330
".....	43	R	46	59		105	227
".....	43	R	56	79	1	136	186
".....	43	R	63	71	4	138	187
".....	43	R	91	79	2	172	204
".....	43	R	78	73	6	157	269
".....	43	R	58	71	5	134	204
Chatham Suburb.....	44	R	67	75		142	205
Centre Napan.....	45	R	65	81		146	192
Sweezy's.....	46	R	49	19		68	92
St-Margaret's.....	47	R	39	49		88	111
Black River Bridge.....	48	R	98	78	1	177	236
Totals—Totaux.....	82		5,687	6,201	111	11,999	17,779

Majority for }  
Majorité pour } Charles Joseph Morrissey, 514.

Population—1921, 42,977

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Stanislas Blanchard	Arthur Culligan			
Dalhousie Parish (Paroisse)....	1	R	72	61	3	136	198
“ “ “.....	1	R	72	49	.....	121	208
“ “ “.....	2	R	61	56	.....	117	169
“ “ “.....	3	R	95	41	8	144	188
“ Town (Ville).....	4	R	148	65	.....	213	273
“ “ “.....	4	R	125	73	1	199	214
“ “ “.....	4	R	126	80	.....	206	284
“ “ “.....	4	R	97	77	3	177	199
“ “ “.....	5	R	158	72	.....	230	332
Balmoral.....	6	R	148	123	1	272	333
“ “ “.....	7	R	105	75	2	182	231
Colborne.....	8	R	165	90	.....	255	305
“ “ “.....	9	R	90	206	2	298	353
Durham.....	10	R	69	192	.....	261	375
“ “ “.....	10	R	64	167	3	234	326
“ “ “.....	11	R	125	82	2	209	326
“ “ “.....	11	R	97	142	.....	239	300
“ “ “.....	11	R	79	126	1	206	316
Addington.....	12	R	93	114	6	213	296
“ “ “.....	12	R	134	88	2	224	318
“ “ “.....	12	R	122	113	1	236	360
“ “ “.....	13	R	61	155	.....	216	289
Campbellton.....	14	U	53	97	2	152	196
“ “ “.....	14	U	35	60	.....	95	193
“ “ “.....	14	U	58	68	3	129	207
“ “ “.....	14	U	37	57	.....	94	276
“ “ “.....	14	U	38	57	1	96	200
“ “ “.....	14	U	19	82	.....	101	154
“ “ “.....	14	U	35	69	.....	104	221
“ “ “.....	14	U	28	73	.....	101	208
“ “ “.....	14	U	48	72	3	123	208
“ “ “.....	14	U	19	69	.....	88	229
“ “ “.....	15	U	69	79	.....	148	253
“ “ “.....	15	U	61	71	.....	132	228
“ “ “.....	15	U	67	50	.....	117	155
“ “ “.....	15	U	82	70	3	155	202
“ “ “.....	15	U	30	80	.....	110	217
“ “ “.....	15	U	81	62	1	144	189
“ “ “.....	15	U	67	47	1	115	211
Eldon.....	16	R	38	81	3	122	195
“ “ “.....	17	R	46	40	.....	86	117
Dalhousie, Addington and Bal- moral.....	18	R	181	83	2	266	451
Grimmer.....	19	R	31	25	.....	56	79
“ “ “.....	20	R	101	87	.....	188	276
“ “ “.....	20	R	75	83	.....	158	160
“ “ “.....	20	R	103	78	.....	181	262
St-Quentin.....	21	R	106	47	1	154	172
“ “ “.....	22	R	111	95	.....	206	253
“ “ “.....	22	R	107	84	4	195	257
“ “ “.....	22	R	103	83	2	188	265
“ “ “.....	23	R	116	56	.....	172	201
St-Francis.....	24	R	85	62	1	148	162
“ “ “.....	25	R	135	96	.....	231	256
“ “ “.....	25	R	92	86	2	180	194
Clair.....	26	R	178	1	15	320	403
Baker Lake.....	27	R	94	76	.....	170	202
“ “ “.....	27	R	111	56	.....	167	202
St-Hilaire.....	28	R	105	57	.....	162	205
“ “ “.....	28	R	115	104	.....	219	266
“ “ “.....	29	R	87	99	.....	186	234
Madawaska.....	30	R	135	58	.....	193	301
“ “ “.....	30	R	95	49	.....	144	211



## RESTIGOUCHE-MADAWASKA—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Stanislas Blanchard	Arthur Culligan			
Edmundston Town (Ville).....	31	R	113	107	1	221	347
“ “ .....	31	R	129	87	5	221	413
“ “ .....	31	R	164	119	3	286	313
“ “ .....	31	R	228	149	.....	377	551
“ “ .....	31	R	118	94	2	214	314
“ “ .....	31	R	128	114	5	247	340
St-Jacques.....	32	R	155	145	.....	300	355
“ .....	32	R	162	131	.....	293	340
St-Bazil.....	33	R	178	60	1	239	335
“ .....	33	R	203	78	.....	281	391
Green River.....	34	R	122	33	.....	155	221
“ .....	34	R	143	43	.....	186	275
Ste-Anne de Madawaska.....	35	R	256	91	.....	347	535
“ “ .....	35	R	166	46	4	216	327
Notre-Dame de Lourdes.....	36	R	187	40	.....	227	306
St-Léonard's Parish (Paroisse).....	37	R	149	71	.....	220	283
“ “ .....	37	R	177	54	.....	231	308
“ Town (Ville).....	38	R	271	89	5	365	412
St-André.....	39	R	239	51	24	314	383
“ .....	39	R	236	80	5	321	406
Edmundston, Advance (Provi- soire).....		R	9	19	1	29	
Campbellton, Advance (Provi- soire).....		U	17	27	.....	44	
Totals—Totaux.....	84	.....	9,033	6,850	135	16,018	22,218

Majority for  
Majorité pour } Stanislas Blanchard, 2,183.

## ROYAL

Population—1921, 32,078

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. George B. Jones	Duncan H. McAlister			
Hampton.....	1	R	96	91	3	190	229
".....	1	R	76	87		163	239
".....	1	R	86	78	1	165	238
".....	1	R	115	69		184	267
Cardwell.....	2	R	50	54		104	126
".....	3	R	74	72		146	169
".....	3	R	88	99		187	213
Waterford.....	4	R	101	109	1	211	278
Kars.....	5	R	84	61	2	147	193
Upham.....	6	R	67	38	1	106	134
".....	7	R	119	68	2	189	306
Hammond.....	8	R	87	42		129	177
Rothsay.....	9	R	86	44		130	185
".....	9	R	73	67	1	141	255
".....	9	R	95	82	1	178	285
".....	9	R	85	67		152	247
Norton.....	10	R	77	86		163	219
".....	10	R	90	111	1	202	272
".....	11	R	124	98	7	229	300
".....	12	R	49	76		125	164
Greenwich.....	13	R	105	82		187	241
".....	13	R	78	70		148	199
Westfield.....	14	R	100	53	2	155	236
".....	14	R	84	47		131	224
".....	15	R	97	49	1	147	191
Havelock.....	16	R	64	57	2	123	147
".....	16	R	99	41		140	163
".....	17	R	92	84	2	178	248
".....	18	R	123	111		234	279
Studholm.....	19	R	62	43	1	106	140
".....	20	R	103	56	1	160	202
".....	21	R	103	81		184	253
".....	22	R	128	89	3	220	271
".....	23	R	90	53	1	144	178
".....	24	R	77	75		152	189
Kingston.....	25	R	64	65		129	173
".....	25	R	63	73		136	165
".....	26	R	96	53		149	202
".....	27	R	93	82		175	254
Sussex Parish (Paroisse).....	28	R	55	55		110	133
".....	29	R	87	72	1	160	201
".....	29	R	64	78	2	144	198
".....	29	R	79	51	2	132	184
".....	30	R	211	23		234	262
Town.....	31	R	72	108		180	228
".....	31	R	129	97		226	272
".....	31	R	84	81	1	166	196
".....	31	R	86	86	2	174	205
".....	31	R	119	116	1	236	293
".....	31	R	63	78	1	142	172
Springfield.....	32	R	52	62		114	164
".....	32	R	65	87		152	207
".....	33	R	108	55	1	164	207
".....	33	R	72	82		154	207
Queens County.....							
Gagetown.....	1	R	106	99	4	209	292
".....	1	R	113	92	2	207	273
Petersville.....	2	R	68	120		188	248
".....	3	R	129	72	12	213	282
".....	3	R	128	76		204	295
Hampstead.....	4	R	123	100		223	284
".....	5	R	150	74		224	278
Wickham.....	6	R	98	50		148	187
".....	6	R	78	64		142	176



ROYAL—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. George B. Jones	Duncan H. McAlister			
Johnston.....	7	R	135	89	.....	224	852
“.....	7	R	100	100	.....	200	
“.....	7	R	90	82	1	173	
Brunswick.....	8	R	69	42	.....	111	124
Waterborough.....	9	R	107	98	3	208	291
“.....	10	R	100	126	.....	226	279
Chipman.....	11	R	110	66	.....	176	1,120
“.....	11	R	102	123	1	226	
“.....	11	R	88	85	4	177	
“.....	11	R	121	93	1	215	153
Canning.....	12	R	64	61	.....	125	
“.....	13	R	58	57	.....	115	152
“.....	13	R	63	57	.....	120	159
“.....	14	R	47	28	.....	75	129
Cambridge.....	15	R	77	68	.....	145	175
“.....	15	R	58	74	.....	132	160
“.....	16	R	95	83	2	180	220
Totals—Totaux.....	80	.....	7,266	5,973	74	13,313	17,709

Majority for } Honourable George B. Jones, 1,293.  
Majorité pour }

Population—1921, 69,093.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Bell	Robert Thomas Hayes	Murray MacLaren	William Michael Ryan				
ST. JOHN CITY (CITÉ)										
King's Ward (Quartier).....	1	U	62	50	61	46	3	222	266	
“ “ “.....	2	U	103	41	101	34	.....	279	327	
“ “ “.....	3	U	46	61	57	74	2	240	302	
“ “ “.....	4	U	85	45	60	60	7	237	261	
“ “ “.....	5	U	39	47	99	55	3	293	318	
Wellington Ward (Quartier)...	6	U	71	35	77	39	4	226	307	
“ “ “.....	7	U	59	46	62	56	6	229	297	
“ “ “.....	8	U	53	32	60	41	1	187	235	
“ “ “.....	9	U	64	37	54	36	.....	201	243	
“ “ “.....	10	U	51	38	55	40	15	199	284	
“ “ “.....	11	U	59	38	61	52	4	214	264	
“ “ “.....	12	U	58	48	58	70	.....	234	285	
“ “ “.....	13	U	54	83	54	104	7	302	324	
“ “ “.....	14	U	50	36	52	38	4	180	239	
“ “ “.....	15	U	69	37	72	43	2	223	255	
“ “ “.....	16	U	77	34	74	41	2	228	241	
Prince Ward (Quartier).....	17	U	60	47	60	61	.....	223	312	
“ “ “.....	18	U	41	44	42	52	.....	179	305	
“ “ “.....	19	U	38	54	40	67	5	204	337	
“ “ “.....	20	U	43	37	44	45	3	172	287	
“ “ “.....	21	U	49	38	47	40	.....	174	271	
“ “ “.....	22	U	63	40	63	49	.....	215	275	
“ “ “.....	23	U	48	36	48	42	2	176	244	
“ “ “.....	24	U	40	60	40	77	.....	217	268	
“ “ “.....	25	U	54	44	47	57	6	208	260	
“ “ “.....	26	U	46	46	49	51	6	198	231	
“ “ “.....	27	U	53	42	54	47	4	200	284	
Queens Ward (Quartier).....	28	U	76	34	78	33	3	224	256	
“ “ “.....	29	U	71	49	75	40	1	236	265	
“ “ “.....	30	U	79	41	81	41	2	244	265	
“ “ “.....	31	U	72	40	73	37	.....	222	243	
“ “ “.....	32	U	85	34	86	34	3	242	258	
“ “ “.....	33	U	58	36	59	41	6	200	253	
“ “ “.....	34	U	110	36	111	45	1	303	294	
“ “ “.....	35	U	59	31	66	31	4	191	213	
“ “ “.....	36	U	74	41	74	39	5	233	231	
“ “ “.....	37	U	84	30	85	30	3	232	258	
“ “ “.....	38	U	60	21	57	20	.....	158	195	
Dukes Ward (Quartier).....	39	U	88	42	88	48	1	267	271	
“ “ “.....	40	U	72	47	76	38	1	234	297	
“ “ “.....	41	U	82	42	77	42	6	249	276	
“ “ “.....	42	U	96	32	100	26	.....	254	314	
“ “ “.....	43	U	86	55	83	63	5	292	281	
“ “ “.....	44	U	77	53	80	58	.....	268	277	
“ “ “.....	45	U	78	46	74	52	4	254	247	
“ “ “.....	46	U	69	35	75	33	.....	212	280	
Sydney Ward (Quartier).....	47	U	105	40	110	55	4	314	262	
“ “ “.....	48	U	97	39	97	37	2	272	277	
“ “ “.....	49	U	102	50	103	57	1	313	282	
“ “ “.....	50	U	85	74	80	94	3	336	297	
“ “ “.....	51	U	62	34	64	42	1	203	210	
“ “ “.....	52	U	80	26	84	31	3	224	233	
Guy's Ward (Quartier).....	53	U	82	40	83	34	8	247	269	
“ “ “.....	54	U	91	41	98	41	3	274	280	
“ “ “.....	55	U	102	37	98	43	5	285	254	
“ “ “.....	56	U	115	45	114	50	9	333	290	
“ “ “.....	57	U	98	28	100	29	3	258	291	
“ “ “.....	58	U	91	40	88	36	.....	255	236	
“ “ “.....	59	U	103	41	101	35	.....	280	276	
Brook's Ward (Quartier).....	60	U	106	34	107	36	4	287	298	
“ “ “.....	61	U	86	35	87	41	2	251	280	
“ “ “.....	62	U	78	58	78	62	5	281	294	
“ “ “.....	63	U	68	57	67	51	4	247	240	
“ “ “.....	64	U	69	40	73	43	3	228	252	



## ST-JOHN-ALBERT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour				Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Bell	Robert Thomas Hayes	Murray MacLaren	William Michael Ryan			
ST. JOHN CITY (CITÉ)									
Lorne Ward (Quartier).....	65	U	87	34	88	39	1	249	273
“ “ .....	66	U	72	40	73	42	1	228	283
“ “ .....	67	U	93	32	94	45	4	268	282
“ “ .....	68	U	97	41	91	53	.....	282	256
“ “ .....	69	U	64	37	68	47	3	219	273
“ “ .....	70	U	84	48	87	55	1	275	289
“ “ .....	71	U	46	30	49	54	6	185	241
“ “ .....	72	U	53	57	59	66	5	240	295
“ “ .....	73	U	81	33	82	34	2	232	252
“ “ .....	74	U	88	32	94	36	.....	250	316
“ “ .....	75	U	91	27	96	19	4	237	248
Landsdowne Ward (Quartier)	76	U	83	38	82	36	8	247	279
“ “ .....	77	U	74	54	73	72	1	274	319
“ “ .....	78	U	60	45	50	56	2	213	306
“ “ .....	79	U	54	50	53	58	2	217	276
“ “ .....	80	U	65	48	70	41	4	228	275
“ “ .....	81	U	79	51	84	59	4	277	338
“ “ .....	82	U	55	58	57	70	3	243	284
“ “ .....	83	U	50	56	51	70	.....	227	292
“ “ .....	84	U	99	36	100	33	4	272	302
“ “ .....	85	U	41	25	41	20	.....	127	191
Dufferin Ward (Quartier).....	86	U	67	49	66	52	.....	234	295
“ “ .....	87	U	62	49	65	54	3	233	324
“ “ .....	88	U	54	42	52	55	2	205	245
“ “ .....	89	U	73	45	75	49	12	254	283
“ “ .....	90	U	54	38	61	36	4	193	245
“ “ .....	91	U	55	60	59	76	2	252	289
“ “ .....	92	U	54	22	53	29	.....	158	216
“ “ .....	93	U	61	26	61	30	4	182	220
“ “ .....	94	U	64	21	65	30	6	186	229
Victoria Ward (Quartier).....	95	U	80	24	78	28	.....	210	245
“ “ .....	96	U	84	40	87	43	4	258	279
“ “ .....	97	U	91	40	91	42	5	269	325
“ “ .....	98	U	75	31	78	34	.....	218	264
“ “ .....	99	U	70	18	71	25	4	188	214
“ “ .....	100	U	97	25	101	29	1	253	282
“ “ .....	101	U	78	32	76	38	3	227	285
“ “ .....	102	U	90	21	94	20	1	226	261
Stanley Ward (Quartier).....	103	U	122	46	121	51	3	343	312
“ “ .....	104	U	111	48	114	48	6	327	316
ST. JOHN COUNTY (COMTÉ)									
St-Martin.....	105	R	140	77	139	79	.....	435	295
“ “ .....	106	R	83	54	80	56	.....	273	226
“ “ .....	107	R	106	51	109	50	5	321	241
“ “ .....	108	R	24	6	24	6	.....	60	42
Simonds.....	109	R	76	47	74	45	.....	242	181
“ “ .....	110	R	56	40	82	43	3	254	170
“ “ .....	111	R	84	44	89	43	1	261	183
“ “ .....	112	R	88	64	85	73	5	315	246
“ “ .....	113	R	115	37	114	38	5	309	254
“ “ .....	114	R	104	57	106	60	3	330	250
“ “ .....	115	R	101	62	102	72	5	342	251
“ “ .....	116	R	102	39	100	43	4	288	257
“ “ .....	117	R	57	28	59	33	.....	177	154
“ “ .....	118	R	169	92	149	117	.....	527	322
Lancaster.....	119	R	89	48	89	55	4	285	293
“ “ .....	120	R	68	63	68	65	1	265	263
“ “ .....	121	R	52	60	50	75	3	240	270
“ “ .....	122	R	75	67	75	69	4	290	302
“ “ .....	123	R	74	52	75	60	4	265	229
“ “ .....	124	R	67	51	71	55	.....	244	261

## ST. JOHN ALBERT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour				Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Bell	Robert Thomas Hayes	Murray MacLaren	William Michael Ryan			
ST. JOHN COUNTY (COMTÉ)									
Lancaster.....	125	R	85	64	83	66		298	273
“ Lorneville.....	126	R	122	24	119	26		291	241
“ Beaconsfield.....	127	R	139	60	149	61	1	410	330
“ “.....	128	R	119	56	126	61	3	365	271
“ “.....	129	R	124	77	127	78		406	355
“ “.....	130	R	170	45	172	43	4	434	353
“ Milford.....	131	R	65	57	64	61	2	249	204
“ “.....	132	R	32	65	35	79	4	215	176
“ “.....	133	R	57	61	57	60		235	193
Musquash.....	134	R	63	32	62	32	1	190	133
“ “.....	135	R	46	34	49	35		164	115
“ “.....	136	R	37	24	37	24		122	67
ALBERT COUNTY (COMTÉ)									
Hopewell.....	137	R	108	86	110	93	6	403	263
“ “.....	138	R	102	109	111	108	4	434	325
“ “.....	139	R	106	100	104	100	1	411	265
Harvey.....	140	R	116	57	113	56		342	267
“ Beaver Brook.....	141	R	75	72	77	69	1	294	238
Hillsboro, Baltimore.....	142	R	58	37	57	39	2	193	133
“ “.....	143	R	64	82	66	85	1	298	212
“ “.....	144	R	81	69	81	69	2	302	194
“ “.....	145	R	63	76	62	79	1	281	185
“ “.....	146	R	53	56	51	58	4	222	189
“ “.....	147	R	120	78	120	73	4	395	276
Coverdale.....	148	R	52	103	55	104	1	315	173
“ “.....	149	R	66	63	67	63		259	148
“ “.....	150	R	132	42	132	42	3	351	209
“ “.....	151	R	151	61	151	58	1	422	258
Elgin.....	152	R	144	66	139	67	2	418	255
“ “.....	153	R	94	101	90	108	1	394	249
“ “.....	154	R	103	76	105	82		366	232
Alma.....	155	R	65	63	69	62		259	158
“ “.....	156	R	70	46	70	46		232	163
St-John City (Cité)— Advance (Provisoire).....	157	U	24	25	35	23	1	118	
Lancaster Highway Division, Advance (Provisoire).....	158	R	12	1	12	1		26	
East St-John, Advance (Provisoire).....	159	R	3	0	3	0		6	
Totals..Totaux.....	159		12,310	7,356	12,441	8,007	403	40,517	* 40,114

Majority for } Murray MacLaren over (sur) { William Michael Ryan, 4,434.  
Majorité pour } Robert Thomas Hayes, 5,085.

Majority for } Thomas Bell over (sur) { William Michael Ryan, 4,303.  
Majorité pour } Robert Thomas Hayes, 4,954.

\* Each voter could vote for two candidates.—Chaque électeur pouvait voter pour deux candidats.



## VICTORIA-CARLETON

Population—1921, 33,900

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Kidd Flemming	Albion Roudolph Foster			
VICTORIA COUNTY (COMTÉ)							
Andover.....A-L	1	R	86	58	4	148	205
".....M-Z	1	R	74	77	3	154	187
Bairdsville.....	2	R	66	72		138	171
Aroostook.....	3	R	120	64	2	186	243
Four Falls.....	4	R	121	68	5	194	208
Bowmaster's Store.....	5	R	110	53		163	217
Portage.....	6	R	26	107		133	185
Grand Falls.....A-I	7	R	101	156	11	268	299
".....J-N	7	R	84	147	1	232	285
".....O-Z	7	R	56	121		177	221
Little River.....	8	R	110	103		213	260
Patron Hall.....A-H	9	R	76	129	1	206	283
".....I-N	9	R	82	124	1	207	256
".....O-Z	9	R	82	81		163	211
Tobique Road.....A-C	10	R	71	125	9	205	266
".....D-L	10	R	48	138	6	192	259
".....M-Z	10	R	62	178	4	244	305
Muniac.....	11	R	111	63		174	254
Perth.....A-L	12	R	156	70		226	272
".....M-Z	12	R	77	50		127	134
".....	13	R	58	58		116	150
Henry Boone's House.....	14	R	28	87		115	120
Plaster Rock.....A-D	15	R	140	77		217	255
".....E-L	15	R	107	70	1	178	270
".....M-Z	15	R	158	76		234	323
Arthurette.....	16	R	97	89	2	188	237
Birch Ridge.....A-L	17	R	19	21	1	41	62
Sisson Brook.....	18	R	84	68		152	188
Riley Brook.....	19	R	78	55	2	135	153
Aroostook Jct. Advance (Pro- visoire).....		R	22	0		22	
CARLETON COUNTY (COMTÉ)							
Upper Woodstock.....	1	R	119	107	1	227	289
Woodstock Town (Ville).A-B-E	2	R	105	117		222	278
".....C-L	2	R	111	104		215	271
".....D-F-K-I	2	R	123	97		220	278
".....M-N-O-P-Q	2	R	134	92		226	276
".....G-H	2	R	126	110		236	304
".....J-Mc	2	R	122	90		212	265
".....S-U-V-Y	2	R	133	79		212	256
".....W-R-T-Z	2	R	102	104		206	237
Lower Woodstock.....A-L	3	R	157	84	2	243	296
".....M-Z	3	R	101	94		195	261
Florenceville.....	4	R	65	81	2	148	171
Simonds.....	5	R	58	88	1	147	175
Centreville.....A-K	6	R	84	73	1	158	189
".....L-Z	6	R	112	98		210	248
Lakeville.....A-J	7	R	120	104	4	228	269
".....K-Z	7	R	128	92	2	222	245
Debec.....A-I	8	R	120	106		226	270
".....J-Z	8	R	91	79	1	171	205
Richmond Corner.....A-L	9	R	70	84		154	198
".....M-Z	9	R	78	47		125	170
Victoria Corner.....A-L	10	R	62	67	1	130	166
".....M-Z	10	R	76	60		136	156
Jacksonville.....I-Z	11	R	121	108	1	230	277
".....A-H	11	R	101	146		247	282
Summerfield.....A-K	12	R	79	54		133	159
".....L-Z	12	R	78	68		146	173
Greenfield.....	13	R	70	85		155	201

## VICTORIA-CARLETON—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Kidd Flemming	Albion Roudolph Foster			
Tracey's Mills.....	A-K 14	R	75	53		128	156
".....	L-Z 14	R	71	81		152	173
Rockland.....	A-I 15	R	130	108		238	314
".....	J-Z 15	R	116	100		216	287
Hartland.....	A-J 15A	R	129	66	1	196	226
".....	K-Z 15A	R	148	77	1	226	256
".....	16	R	130	118	1	249	289
Northampton.....	A-L 17	R	108	114	2	224	292
".....	M-Z 17	R	129	91		220	283
Mount Pleasant.....	18	R	99	63		162	200
East Florenceville.....	A-J 19	R	137	28		165	188
".....	K-Z 19	R	107	30		137	160
Peel.....	20	R	69	24		93	116
Glassville.....	A-L 21	R	115	47		162	188
".....	M-Z 21	R	58	59		117	162
Foreston.....	A-K 22	R	140	30		170	184
".....	L-Z 22	R	91	27		118	137
Johnville.....	23	R	59	116		175	216
Bristol.....	24	R	135	90	2	227	290
Bath.....	A-H 25	R	110	107	7	224	252
".....	I-Z 25	R	57	60	1	118	148
Upper Kent.....	26	R	157	73	3	233	271
Holmesville.....	27	R	139	99		238	283
Totals—Totaux.....	81		7,865	6,764	87	14,716	18,175

Majority for } James Kidd Flemming, 1,101.  
Majorité pour }



## WESTMORLAND

Population—1921, 53,387

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Henry Read Emmerson	Otto Baird Price			
MONCTON CITY (CITÉ)							
Advance (Provisoire).....	1	U	27	34		61	
Division No. 1.....A	2	U	59	57	3	119	177
Babang—Bezanson.....	3	U	51	50	3	104	153
Biddington—Bourque O.....	4	U	85	28	1	114	169
Bourque P.—end of B.....	5	U	72	84	1	157	224
Cahill—Coffey.....	6	U	43	53		96	152
Coggan—Cormier Emile.....	7	U	43	46	1	90	151
Cormier Emma—end of C.....	8	U	69	81	8	158	234
.....D	9	U	63	61	1	125	196
.....E-F	10	U	50	66	2	118	177
Gagnon—Givan.....	11	U	60	49		115	176
Godin—Hebert.....	12	U	91	77	3	171	243
Henderson—J.....	13	U	50	81	3	134	207
K—Leaman.....	14	U	60	62		122	195
Leblanc A.—Leblanc John.....	15	U	79	34	2	115	165
Leblanc Jos.—Léger Kate.....	16	U	90	24		120	175
Léger Laura—end of L.....	17	U	78	55		133	192
McKasey—Mezio.....	18	U	53	59	2	114	170
Midgley—end of M.....	19	U	44	94		138	186
McAllister—McKim.....	20	U	30	75	1	106	156
McKinnon—N.....	21	U	47	69	1	117	180
.....O-P	22	U	44	74	1	119	202
Q—Rogers.....	23	U	64	39	2	105	160
Rose—Sowerby.....	24	U	65	61	2	128	198
Spear—end of S.....	25	U	34	76		110	174
.....T-V	26	U	34	75		109	160
.....W-Z	27	U	39	110		149	250
Division No. 2, A.....	28	U	58	101		159	229
B—Belyea K.....	29	U	67	77	1	145	205
Belyea L—Brace.....	30	U	66	80		146	201
Branscombe—end of B.....	31	U	59	95	1	155	226
Cahill—Collins.....	32	U	52	106	3	161	247
Colpitts—Crockill.....	33	U	70	80	1	151	217
Crossman—end of C.....	34	U	36	76		112	134
.....D	35	U	81	137		218	300
E—Gauvin.....	36	U	81	114		195	269
Gay—end of G.....	37	U	72	104	2	178	259
Hachey—Hopper.....	38	U	56	86		142	215
Horsman—J.....	39	U	48	114		162	234
Kane—Leaman.....	40	U	66	110		176	239
Leblanc—Lutes Corey.....	41	U	92	60	1	153	237
Lutes C.R.—Metzler.....	42	U	66	95		161	225
Michaud—end of M.....	43	U	44	83		127	225
McAlleese—McHugh.....	44	U	49	101		150	228
McIntyre—McQueen.....	45	U	54	82	2	138	207
McRae—Penna.....	46	U	63	99		162	238
Pentilla—Reide.....	47	U	61	100		161	232
Reidpath—Savoie.....	48	U	74	89		163	234
Shock—Stears.....	49	U	51	82		133	204
Steeves—Strugnell.....	50	U	36	111		147	227
Stubbs—Townsend.....	51	U	56	106		162	241
Tracey—Whelpley.....	52	U	63	119	1	183	260
White—Z.....	53	U	45	125	3	173	263
SHEDIAC PARISH (PAROISSE)							
No. 1.....A-F	54	R	64	64	4	132	192
No. 1.....G-L	55	R	84	59	1	144	210
No. 1.....M-Z	56	R	52	103	5	160	211
No. 2.....							
A—Boudreau.....	57	R	111	61		172	259
Bourgeois—Cormier.....	58	R	99	65	4	168	268

## WESTMORLAND—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Henry Read Emmerson	Otto Baird Price			
<b>SHEDIAC PARISH (PAROISSE)</b>							
Coughlan—Gallant.....	59	R	78	83		161	254
Gallant—Landry.....	60	R	104	77	2	183	277
Lunigan—Leger O.....	61	R	109	44	1	154	272
Léger P.—to end of Poirier.....	62	R	87	65	1	153	245
.....P-Z	63	R	90	72		162	236
No. 3.....A-G	64	R	105	76		181	
H—Léger George.....	65	R	91	86	2	179	658
Léger Rene.....Z	66	R	78	82		160	
No. 4.....A-L	67	R	49	57		106	158
No. 4.....M-Z	68	R	58	48		106	197
No. 5.....A-G	69	R	135	41		176	
No. 5.....H-Z	70	R	117	66		183	516
<b>DORCHESTER PARISH (PAROISSE)</b>							
No. 6.....A-F	71	R	126	68		194	247
No. 6.....G-M	72	R	128	68		196	262
No. 6.....N-Z	73	R	85	73	1	159	210
No. 7, A—Bourque.....	74	R	121	50	2	173	268
Breau—F.....	75	R	93	40	1	134	219
G—Landry, O.....	76	R	113	72	2	187	292
Landry P.—Leblanc.....	77	R	105	62	3	170	267
Leblanc H.—Leblanc Z.....	78	R	134	54		188	269
Iecavalier—Q.....	79	R	116	62	1	179	254
.....R-Z	80	R	40	42	2	84	135
No. 8.....A-G	81	R	110	124		234	286
No. 8.....H-Z	82	R	63	56	4	123	171
<b>SALISBURY PARISH (PAROISSE)</b>							
No. 9, A—Colpitts.....	83	R	72	129		201	280
Constantine—to end of.....H	84	R	87	122	1	210	271
.....I-Mc	85	R	78	91		169	234
.....M-R	86	R	91	83	1	175	235
.....S-Z	87	R	73	107		180	234
No. 10.....A-I	88	R	86	114	2	202	270
No. 10.....J-P	89	R	76	135	4	215	221
No. 10.....R-Z	90	R	67	66	1	134	172
<b>MONCTON PARISH (PAROISSE)</b>							
No. 11, A—Bourque.....	91	R	95	75		170	252
Boutillier—Cormier H.....	92	R	77	78	1	156	270
Cormier I—Gauvin.....	93	R	99	102		201	282
Geddes—Keenan.....	94	R	71	96		167	253
Kelly—Leblanc H.....	95	R	148	43	2	193	254
Leblanc I—end of L.....	96	R	165	45	3	213	247
M—McKenzie.....	97	R	67	69	4	140	242
McKinnon—Snider.....	98	R	69	74		143	283
Snow—Z.....	99	R	72	88		160	272
No. 12.....A-B	100	R	53	84		137	256
No. 12.....C-F	101	R	71	102		173	285
G—Hopper.....	102	R	50	72		122	221
Horsman—K.....	103	R	35	124	4	163	258
L—Middleton.....	104	R	58	85	5	148	291
Millar—Richard.....	105	R	66	116	6	188	277
Richardson—end of S.....S	106	R	61	112		173	283
.....T-Z	107	R	47	93		140	241



## WESTMORLAND—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Henry Read Emmerson	Otto Baird Price			
<b>BOTSFORD PARISH (PAROISSE)</b>							
No. 13.....A-D	108	R	93	82	1	176	228
No. 13.....E-Q	109	R	114	54	5	173	224
No. 13.....R-Z	110	R	81	78	1	160	203
No. 14.....A-Z	111	R	70	18		88	92
No. 15.....A-Z	112	R	113	142		255	299
No. 16.....A-G	113	R	133	79		212	225
No. 16.....H-Z	114	R	91	60		151	165
No. 17.....A-D	115	R	97	107	2	206	277
No. 17.....E-M	116	R	43	50		92	131
No. 17.....N-Z	116A	R	100	105		205	289
<b>SACKVILLE PARISH (PAROISSE)</b>							
No. 18.....	117	R	59	74		133	186
No. 19.....	118	R	71	31	3	105	126
No. 20.....A-C	119	R	117	76	1	194	261
No. 20.....D-K	120	R	84	89	1	174	223
No. 20.....L-R	121	R	102	72		174	204
No. 20.....S-Z	122	R	108	79	1	188	234
No. 21, Adams—Clare.....	123	R	102	88	7	197	270
Cochrane—Griffin.....	124	R	122	103	5	230	307
.....H-M	125	R	83	102		185	299
Mc—Secord.....	126	R	59	104		162	227
Sharp—Z.....	127	R	61	107	1	169	256
No. 22.....A-H	128	R	79	63		142	168
No. 22.....I-Z	129	R	30	75	1	106	139
<b>WESTMORLAND PARISH (PAROISSE)</b>							
No. 23.....A-J	130	R	95	50	3	148	199
No. 23.....K-Z	131	R	74	82		156	200
No. 24.....A-G	132	R	45	110		155	192
No. 24.....H-Z	133	R	53	109		162	185
No. 25.....A-K	134	R	76	49		125	149
No. 25.....L-Z	135	R	70	68	1	139	163
Totals—Totaux.....	136		10,204	10,737	155	21,096	30,156

Majority for  
Majorité pour) Otto Baird Price, 533.

## YORK-SUNBURY

Population—1921, 33,421

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Richard Burpee Hanson	Peter J. Hughes			
Fredericton.....	A-B 1	U	154	47		201	358
".....	C-D 1	U	153	34	6	193	357
".....	E-G 1	U	115	23		138	286
".....	H-K 1	U	117	41		158	295
".....	L-M 1	U	111	21	3	135	243
".....	Mc-N 1	U	89	38		127	263
".....	O-R 1	U	95	40	2	137	290
".....	S-T 1	U	122	40	1	163	340
".....	U-Z 1	U	93	47		140	245
".....	A-B 2	U	146	53	1	200	331
".....	C-D 2	U	120	77	1	198	330
".....	E-G 2	U	97	48	3	148	247
".....	H-J 2	U	88	49	3	140	236
".....	K-M 2	U	100	49		149	252
".....	Mc-O 2	U	76	67		143	275
".....	P-S 2	U	115	50	8	179	329
".....	T-Z 2	U	91	30	1	122	203
New Maryland.....	1	R	112	16		128	175
Kingsclear, Hanwell.....	2	R	23	15		38	70
".....	A-G 3	R	68	62	1	131	203
".....	H-Z 3	R	63	47	2	112	180
".....	Hammondville.....	4	79	60		145	195
Manners-Sutton, Cork.....	5	R	2	23		25	66
".....	Brockway.....	6	31	26		57	86
".....	York Mills.....	7	39	21		60	107
".....	Harvey.....	8	62	46	1	109	250
".....	M-Z 8	R	91	39		130	267
Dumfries.....	9	R	58	15		73	134
".....	10	R	49	34	4	87	144
McAdam.....	A-G 11	R	150	99	1	250	995
".....	H-Mc 11	R	149	92		241	
".....	N-Z 11	R	170	62		232	
Canterbury.....	12	R	97	36	3	136	192
".....	A-E 13	R	95	66		161	
".....	F-M 13	R	122	47		169	760
".....	Mc-Z 13	R	113	54		167	
North Lake.....	14	R	46	14		60	75
".....	15	R	49	54		103	146
".....	16	R	47	8	1	56	69
Saint Mary's.....	17	R	69	22		91	187
".....	18	R	92	33		125	161
".....	19	R	125	30		155	227
".....	20	R	21	24		45	63
".....	21	R	61	26	1	88	161
".....	22	R	106	34		140	270
".....	A-H 23	R	156	36		192	325
".....	I-Z 23	R	130	61	1	192	357
Douglas.....	24	R	58	32		90	142
".....	A-F 25	R	91	34		125	
".....	G-Z 25	R	97	40		137	495
".....	26	R	105	39		144	200
".....	27	R	35	21		56	75
Bright.....	28	R	39	22		61	211
".....	29	R	72	34		106	207
".....	A-I 30	R	64	27		91	169
".....	J-Z 30	R	58	42		100	184
Queensbury.....	31	R	36	20		56	106
".....	32	R	68	84	1	153	245
".....	33	R	89	62	1	152	221
Southampton.....	A-G 34	R	64	42	1	107	179
".....	H-Z 34	R	45	38		83	140
".....	35	R	89	81		170	276
".....	36	R	34	55	2	91	128
".....	37	R	20	16		36	64
".....	38	R	91	62	1	154	283



## YORK-SUNBURY—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Richard Burpee Hanson	Peter J. Hughes			
Stanley.....A-M	39	R	81	46	1	128	162
".....Mc-Z	39	R	68	59		127	170
".....	40	R	38	32		70	125
".....A-G	41	R	125	30		155	232
".....H-Z	41	R	124	54		178	262
".....	42	R	45	6		51	98
".....A-K	43	R	96	43		139	233
".....L-Z	43	R	60	59	2	121	200
Prince William.....	44	R	52	32		84	136
".....	45	R	87	51		138	257
Marysville.....A-F	3A	R	112	33	2	147	297
".....G-N	3A	R	95	38		133	297
".....O-Z	3A	R	108	41	2	151	290
Devon.....A-D	4A	R	135	38		173	277
".....E-J	4A	R	105	55		160	241
".....K-N	4A	R	108	48		156	269
".....O-Z	4A	R	111	40		151	283
Sunbury—							
Burton.....A-L	1	R	82	99	3	184	266
".....M-Z	1	R	51	91	1	143	196
".....	2	R	146	125	3	274	380
Mangerville.....	3	R	108	64	1	173	234
Lincoln.....A-L	4	R	90	41		131	184
".....M-Z	4	R	106	58		164	258
Sheffield.....	5	R	174	85	1	260	373
Northfield.....	6	R	102	57		159	221
".....A-J	7	R	92	78	2	172	293
".....K-Z	7	R	84	105	4	193	265
Blissville.....A-L	8	R	93	38		131	175
".....M-Z	8	R	59	54	2	115	171
Gladstone.....A-Mc	9	R	79	68	1	148	257
".....N-Z	9	R	123	72		195	324
Totals—Totaux.....	96	....	8,451	4,459	75	12,985	21,564

Majority for  
Majorité pour } Richard Burpee Hanson, 3,992.





BRANDON—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	David Wilson Beaubier	Robert Forke			
Reston.....A-L	40	R	91	182		273	287
".....M-Z	40	R	54	152	3	209	217
Sinclair.....	41	R	34	199		233	242
Ebor.....	42	R	50	90	1	141	157
Cromer.....	43	R	74	86		160	187
Old School house.....	44	R	32	131	1	164	191
Searth Brick School.....	45	R	45	38		83	120
J. A. Chapple's house.....	46	R	55	89		144	187
A. Everleigh's house.....A-L	47	R	64	95		159	187
A. F. Remnant house.....M-Z	47	R	36	82		118	147
Virden.....A-F	48	R	122	81		203	278
".....G-M	48	R	125	105		230	290
".....N-Z	48	R	122	82		204	264
Harmsworth.....	49	R	55	119		174	281
Victor School.....	50	R	71	91		162	214
Elkhorn.....A-L	51	R	105	115	2	222	287
Virden.....M-Z	51	R	108	71		179	225
Mossgrill School.....	52	R	54	77		131	164
S. P. Nevins' house.....	53	R	60	133		193	233
H. Franklin's house.....	54	R	57	84		141	178
Carnegie.....	55	R	29	68		97	136
L. Nellis's house.....	56	R	48	77	1	126	159
Kemnay.....	57	R	36	70	3	118	141
Harrow School.....	58	R	32	77		109	162
Robinville School.....	59	R	28	68		96	124
Rivers.....A-L	60	R	67	116	3	186	213
".....M-Z	60	R	76	135	2	213	231
Mayne.....	61	R	20	32	1	53	59
Alexander.....A-L	62	R	69	107		176	308
".....M-Z	62	R	68	78	1	147	184
H. J. Green's house.....	63	R	68	101		169	210
Griswold.....A-L	64	R	40	70		119	129
".....M-Z	64	R	51	88	3	142	165
W. R. Cochane's house.....	65	R	9	70		79	97
Bradwardine.....	66	R	48	140	1	189	228
Kenton.....A-L	67	R	56	118		174	203
".....M-Z	67	R	10	99		109	143
H. McLean's house.....	68	R	47	123		170	197
Wm. Cowin's house.....	69	R	39	114		153	168
Oak Lake.....A-L	70	R	99	93		192	224
".....M-Z	70	R	75	94		169	202
Routledge.....	71	R	13	52		65	98
D. McDonald's house.....	72	R	19	50		69	86
Lenore.....	73	R	65	142	1	208	238
J. Hodgins' house.....	74	R	48	43		91	140
Brandon Curling Rink.....	75	R	49	54		103	136
Riverview.....	76	R	28	39		67	79
Rivers, Advance (Provisoire).....		R	2	4		6	
Souris, Advance (Provisoire).....		R	35	21		54	
Totals—Totaux.....	104		7,101	8,267	57	15,425	18,633

Majority for } Robert Forke, 1,166.  
Majorité pour }

## DAUPHIN

Population—1926, 37,220

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Langstaff Bowman  C	William John Ward  L. P.			
Grand Narrows.....	1	R	70	74		144	180
Boggy Creek.....	2	R	89	101		170	290
Makaroff.....	3	R	35	114		149	245
Deepdale.....	4	R	76	80		156	219
".....	4A	R	42	106		148	235
Merridale.....	5	R	87	103	2	172	212
Cromarty.....	6	R	41	77		118	182
Roblin.....	7	R	150	105		255	345
".....	A-L	R	106	104		210	274
".....	M-Z	R	8				
Bield.....	9	R	29	101		130	169
Shortdale.....	9A	R	45	59	1	105	186
Tummell.....	10	R	46	74		120	217
Shevelin.....	11	R	77	32		109	160
Dropmore.....	12	R	35	86	2	123	174
Rochdale.....	13	R	38	41		79	105
Lennard.....	14	R	94	88		182	217
Shell Valley.....	14A	R	71	27	1	99	139
Grandview.....	15	R	43	101		144	174
".....	15A	R	34	70		104	141
".....	16	R	45	151		196	216
".....	17	R	64	112		176	232
".....	A-L	R	106	124		230	308
".....	M-Z	R	42	127	2	191	233
Gilbert Plains.....	A-K	R	155	155		310	435
".....	L-Z	R	136	129		265	293
Ashville.....	22	R	56	175	5	236	286
Venlaw.....	23	R	48	157	5	210	277
Halicy.....	24	R	118	113	1	232	282
Valley River.....	25	R	128	106		234	283
Melton.....	26	R	56	84	1	141	156
Kemps.....	27	R	34	66		100	122
Dauphin.....	A-B	R	141	83	7	231	
".....	C-E	R	145	120	7	272	
Gilbert Plains.....	F-H	R	148	113	3	264	
".....	I-L	R	114	70	1	185	
".....	M-Mc	R	131	112	4	247	2507
".....	N-R	R	108	102	8	218	
".....	S	R	106	91		197	
".....	T-Z	R	139	104		243	
".....	33	R	54	67		121	156
Spruce Creek.....	34	R	35	105	2	142	165
Burrows.....	35	R	30	56		86	99
Keld.....	36	R	93	93		186	191
Mountview.....	37	R	101	73		174	197
Mink Creek.....	38	R	51	103		154	331
Bodhan.....	39	R	41	141	2	184	268
Ethelbert.....	40	R	99	84	1	184	244
Garland.....	41	R	76	110	4	190	245
Sifton.....	42	R	146	151	1	298	322
West Bay.....	43	R	74	112		186	204
Fishing River.....	44	R	46	76		122	175
Umatilla.....	45	R	43	103	1	147	181
".....	45A	R	32	35	1	68	107
Gilbert Plains.....	46	R	50	28		78	108
".....	47	R	49	137		186	245
".....	48	R	71	140		211	347
Skala.....	49	R	75	35		110	156
Fork River.....	50	R	114	125		239	312
Winnipegosis.....	A-L	R	119	128		247	348
".....	M-Z	R	113	131		244	343
Volga.....	53	R	9	21		30	56
Ochre River.....	54	R	84	118		202	244
".....	55	R	39	69		108	124
Makinak.....	56	R	44	82		126	140



## DAUPHIN—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Langstaff Bowman	William John Ward			
Ste-Rose du Lac.....A-L	57	R	93	123		216	273
“.....M-Z	58	R	61	99		160	202
Ste-Amélie.....	59	R	47	96		143	196
Shergrove.....	60	R	20	34	1	55	112
Lonely Lake.....	61	R	11	11	2	24	41
Kinosota.....	62	R	28	5		33	46
Valpoy.....	63	R	8	43	1	52	84
Eddystone.....	64	R	13	32		45	93
Cayer.....	65	R	14	55		69	122
Guynemer.....	66	R	17	24	1	42	70
East Bay.....	67	R	24	60		84	110
Million.....	68	R	29	75	2	106	138
Magnet.....	69	R	30	54		84	145
Toutes Aides.....	70	R	35	95		130	239
Rorketon.....	71	R	34	68		102	179
Libreville.....	72	R	4	38		42	110
Crane River.....	73	R	25	8		33	60
Reykjavik.....	75	R	17	52		69	71
Turtle River.....	76	R	33	30	1	64	100
Weiden.....	77	R	25	50		75	116
Dauphin, Advance (Provisoire).....		R	38	48		86	
Totals—Totaux.....	85		5,502	7,260	70	12,832	17,309

Majority for } William John Ward, 1,758.  
Majorité pour }

## LISGAR

Population—1926, 31,101

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Livingstone Brown	William James Rowe			
Manitou, Village.....	1	R	106	140		246	273
“ “.....	2	R	114	149	2	265	301
Kaleida.....	3	R	101	109		210	240
“ “.....	4	R	25	59	2	86	113
Purves.....	5	R	97	46		143	181
Snowflake.....	6	R	114	135	2	251	313
Wood Bay.....	7	R	55	64		119	143
Archibald.....	8	R	118	88	1	187	212
New Haven.....	9	R	43	88		131	185
La Rivière.....	10	R	87	94		181	235
Windygates.....	11	R	32	45		77	89
Shadeland.....	12	R	75	51	2	128	167
Darlingford.....	13	R	138	131		269	320
Opawaka.....	14	R	81	46		127	160
Winkler.....	15	R	156	61		217	222
“ “.....	16	R	133	80		213	240
Morden & Rhineland.....	17	R	58	52	2	112	240
“ “.....	18	R	129	119	3	251	312
“ “.....	19	R	156	181	1	338	449
“ R. C. Bayliss, house.....	20	R	61	40		101	148
“ Geo. Pendland's house.....	21	R	70	40		110	142
“ I. Johnston's house.....	22	R	156	83	1	240	322
Thorn Hill.....	23	R	102	58		160	206
Peter Anderson's house.....	24	R	75	40		115	155
E. C. Patmore's house.....	25	R	78	20		98	185
Plum Coulée.....	26	R	92	163	1	256	357
Rosenfeld.....	27	R	84	68		152	187
Horndean.....	28	R	55	62		117	137
Altona.....	29	R	160	152		312	408
Gretna.....	30	R	82	111		193	270
Haskett.....	31	R	61	74		135	320
Lowe Farm.....	32	R	82	156		238	440
Rosebud.....	33	R	105	28	1	134	148
Crystal City.....	34	R	144	42		186	242
“ “.....	35	R	131	51	2	184	222
Pilot Mound.....	36	R	144	62		206	238
“ “.....	37	R	160	64	1	225	262
Clearwater.....	38	R	101	116	1	218	257
Mather.....	39	R	127	129		256	294
Glenora.....	40	R	88	34		122	147
P. Johnston's house.....	41	R	82	25		107	132
Dry River.....	42	R	54	26		80	140
Floral school.....	43	R	113	29	1	143	168
E. G. Langtry's house.....	44	R	66	20		86	143
Cartwright.....	45	R	60	64	1	125	186
“ “.....	46	R	71	39	1	111	173
Neelin.....	47	R	65	43		108	133
“ “.....	48	R	65	43		108	131
Rosenort.....	49	R	27	71	2	100	279
DeWet.....	50	R	15	51		66	121
Gretna.....	51	R	63	68		131	219
Totals—Totaux.....	51		4,657	3,790	27	8,474	11,307

Majority for } John Livingstone Brown, 867.  
Majorité pour }



## MACDONALD

Population—1926, 31,726

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William James Lovie	Valmore Eric Schweitzer			
Dakota.....	1	R	77	5		82	154
Willow.....	2	R	82	63	2	147	165
Layland.....	3A	R	28	68		96	128
Hood.....	3B	R	58	31		89	116
Rosendale.....	4	R	124	102		226	267
Lavenham.....	5	R	75	83		158	216
Arizona.....	6	R	91	83		174	223
Pleasant Point.....	7	R	41	59	1	101	108
Ray.....	8	R	26	28		54	82
Matchettville.....	9	R	88	84		172	177
Indianford.....	10	R	109	63		172	186
St. Claude.....	A-J	R	111	39	4	154	214
“.....	K-Z	R	106	42	4	152	216
Haywood.....	12	R	55	83		138	203
Magnus.....	13	R	103	68	1	172	210
Elm Creek.....	A-L	R	53	60	1	114	157
“.....	M-Z	R	69	65	1	135	177
Fannystelle.....	15	R	121	38		159	199
Starbuck.....	16	R	82	19	3	104	156
“.....	16	R	80	26		106	157
Sale.....	17	R	17	28		45	69
Oak Bluff.....	18	R	40	21		61	119
La Salle.....	19	R	77	31	2	110	197
Sanford.....	20	R	122	72	1	195	258
Brunkild.....	21	R	59	21	1	81	197
Sperling.....	22	R	125	43	1	169	294
Homewood.....	23	R	75	57		132	210
Halstead.....	24	R	54	35	1	90	142
Roland.....	25	R	121	62	1	184	259
“.....	25	R	145	65		210	254
Carman.....	26	R	114	41	2	157	287
“.....	26	R	101	57	1	159	295
Barnsley.....	27	R	119	68		187	267
Carman.....	28A	R	54	80		134	200
“.....	28B	R	35	101		136	227
“.....	29A	R	81	86		167	208
“.....	29B	R	74	72	1	147	181
Rosebank.....	30	R	112	73	3	188	246
Miami.....	31A	R	75	65		140	445
“.....	31B	R	102	87		189	
Graysville.....	32	R	101	73	2	176	256
Almasippi.....	33	R	56	76		132	136
Roseisle.....	34	R	59	71		130	212
Altamont.....	35	R	95	111		206	282
Cardinal.....	36	R	99	60		159	259
Notre Dame de Lourdes.....	37	R	173	86	1	260	292
Rathwell.....	38	R	109	150		259	287
Treherne.....	39	R	74	78		152	196
“.....	39	R	81	89	1	171	186
“.....	39	R	86	86	2	174	207
Somerset.....	40	R	147	38	2	187	531
“.....	40	R	186	39	1	226	
Swan Lake.....	41	R	149	105		254	296
Mariapolis.....	42	R	68	29		97	341
“.....	42	R	87	25		112	
Bruxelles.....	43A	R	87	16		103	180
“.....	43B	R	54	7		61	116
Holland.....	44A	R	86	92		178	208
“.....	44B	R	82	86		168	191
“.....	44C	R	96	81	1	178	210
Cypress River.....	45A	R	79	53		132	335
“.....	45B	R	90	54		144	
Greenway.....	47	R	71	13		84	319
“.....	47	R	80	12	1	93	

MACDONALD—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William James Lovie	Valmore Eric Schweitzer			
Baldur.....	48	R	90	36		126	152
".....	48	R	116	40	1	157	191
Grund.....	49	R	81	11		92	130
Glenboro.....	50	R	156	64	1	221	267
".....	50	R	139	67		206	233
Fair Valley.....	51	R	35	19		54	75
Stockton.....	52	R	88	42		130	193
Treesbank.....	53	R	86	45		131	152
North Methven.....	54	R	53	11		64	126
Wawanesa.....	55	R	105	75		180	470
".....	55	R	127	92		219	
Totals—Totaux.....	75		6,652	4,306	44	11,002	14,905

Majority for } William James Lovie, 2,346.  
Majorité pour }



## MARQUETTE

Population—1926, 37, 150

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Allison Glen	Henry Alfred Mullins			
Sam. Easts house.....	1	R	75	17	1	93	113
Martin Pearson's house.....	2	R	65	54		119	159
Minnedosa Village.....	3	R	106	180	3	289	342
“ Advance (Provisoire).....	4	R	27	10		37	
“ .....	4A	R	98	124	4	226	550
“ .....	4B	R	99	102	1	202	
Cameron School.....	5	R	47	33		80	111
Clanwilliam.....	6	R	76	80	4	160	196
Erickson.....	7	R	98	100		198	308
Bethel's Store.....	8	R	58	34		92	153
Donald Grant's house.....	9	R	15	48		63	82
Makepiece School.....	10	R	85	38	5	128	190
Basswood.....	11	R	138	61	3	202	252
Rapid City.....	12	R	72	63		135	216
“ .....	12A	R	102	53		155	218
“ .....	13	R	55	57		112	199
Molino.....	14	R	78	64		142	214
Medina School.....	15	R	107	28		135	195
Newdale.....	16	R	91	88	1	180	191
“ .....	16A	R	74	59		133	157
Sandy Lake.....	17	R	60	58		118	205
“ .....	17A	R	45	53	2	100	193
Dave Crawford's house.....	18	R	11	59		70	108
Peter Peech's house.....	19	P	83	55		138	300
Elphinstone Hall.....	20	R	87	90		177	501
“ .....	20A	R	73	59		132	204
Strathclair.....	21	R	163	87	3	253	324
“ .....	21A	R	159	67		226	315
Cardale.....	22	R	114	107	1	222	268
Oak River.....	23	R	80	53		133	187
“ .....	23A	R	77	82		159	232
Oakner School.....	24	R	86	26		112	162
Hamiota.....	25	R	93	104	1	198	257
“ .....	25A	R	80	74	1	155	204
“ .....	25B	R	68	63		131	178
Lavinia School.....	26	R	101	117		218	286
Sylvester School.....	27	R	65	43	2	110	140
Shoal Lake.....	28	R	156	120		276	314
“ .....	28A	R	133	130	1	264	314
Oakburn.....	29	R	164	90		254	234
Kelloe.....	30	R	97	56	2	155	202
Olha.....	31	R	131	151		282	428
Vista.....	32	R	42	89		131	194
Ruthenia.....	33	R	110	39		149	451
Rosburn.....	34	R	56	84		140	240
“ .....	34A	R	49	105	1	155	222
“ .....	34B	R	56	78	2	136	237
Solsgrith.....	35	R	93	90		183	214
“ .....	35A	R	72	45		117	159
Birtle.....	36	R	142	97		239	300
“ .....	36A	R	141	125	1	267	314
Rothsay School.....	37	R	76	58		134	142
Crandall.....	38	R	134	104	1	239	326
“ .....	38A	R	89	83		172	235
Isabella.....	39	R	89	75		164	218
Beulah.....	40	R	116	95		211	251
Miniota.....	41	R	171	131		302	362
“ .....	42	R	65	41		106	121
Manson.....	43	R	90	59		149	204
McAuley.....	44	R	125	67		192	216
“ .....	44A	R	99	98		197	223
Willen.....	45	R	33	29		62	79
Lazare.....	46	R	160	98		258	307
Beaver Rapids.....	47	R	18	19		37	42
Balmerino.....	48	R	50	54	1	105	158

MARQUETTE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Allison Glen	Henry Alfred Mullins			
Foxwarren.....	49	R	88	89		177	212
“.....	49A	R	66	84		150	171
Boyle School.....	50	R	63	52		115	135
Binscarth.....	51	R	112	106		218	266
“.....	51A	R	88	80		168	211
Hilaire Boucher's house.....	52	R	43	15		58	122
Millwood.....	53	R	52	14		66	90
Harrowby.....	54	R	37	25		62	96
Russell.....	55	R	79	136	3	218	251
“.....	55A	R	107	100		207	239
“.....	55B	R	90	109	3	202	250
“ Advance (Provisoire)....	55C	R	0	1		1	
Silverton.....	56	R	161	77		238	241
Angusville.....	57	R	162	104	2	268	295
Lima School.....	58	R	67	29	2	98	128
Lockerly School.....	59	R	72	41	4	117	158
Inglis' School.....	60	R	55	85		140	176
Shellmouth.....	61	R	72	87		159	192
Holly Lee School.....	62	R	66	82		148	178
Horod School.....	63	R	38	78		116	263
W. Butler's house.....	64	R	41	41		82	210
Totals—Totaux.....	86		7,327	6,235	55	13,617	18,551

Majority for } James Allison Glen, 1,092.  
Majorité pour }



## NEEPAWA

Population—1926, 23, 105

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural Urbain ou rural	Robert Milne	Thomas Gerow Murphy			
Carberry.....A-L	1	R	84	84	1	169	170
".....M-Z	1	R	70	91		161	194
".....A-L	2	R	63	102		165	185
".....M-Z	2	R	57	61		118	146
Douglas.....	3	R	101	109		210	280
Sommerville School.....	4	R	68	51		119	144
Sydney.....	5	R	107	66		173	250
Austin.....	6	R	154	82		236	276
MacGregor.....A-L	7	R	122	59	1	182	235
".....M-Z	7	R	106	64		170	214
Pathead School.....	8	R	107	27		134	169
Orangeville.....	9	R	84	42		126	168
Norfolk.....	10	R	78	55		133	171
Edrans.....	11	R	52	89		141	177
Wellwood.....A-L	12	R	45	83		128	330
".....M-Z	12	R	86	71		157	
Brookdale.....A-L	13	R	93	33		126	
".....M-Z	13	R	103	52		155	351
Norman.....	14	R	78	42		120	154
Jane Hume's House.....	15	R	92	38		130	204
Mrs F. Hockin's house.....	16	R	86	26		112	140
Oberon.....	17	R	71	34		105	118
Irwin School.....	18	R	28	28		56	75
Helston.....	19	R	113	56	2	171	237
Thos. Ross' house.....	20	R	64	37		101	161
Katrimie.....	21	R	43	42		85	113
Woodside.....	22	R	34	14		48	48
Gladstone.....	23	R	74	85		159	192
".....	24	R	81	75		156	186
".....	25	R	107	87		194	239
Ayr School.....	26	R	160	54		214	242
Sam. Hunter's house.....	27	R	83	29		112	123
Stewart Lindsay's house.....	28	R	72	40		112	128
Jos. Laidler's house.....	29	R	134	20		154	171
Mrs F. Johnston's house.....	30	R	76	84		160	217
John McAree's house.....	31	R	93	66		159	211
Fred. McClure's house.....	32	R	93	32	2	127	155
Franklin.....32A	32	R	89	67		156	200
Mountain View.....	33	R	126	35		161	185
Arden.....	34	R	168	93		261	283
Israel Powell's house.....	35	R	89	26		115	124
Ogilvie.....	36	R	67	16	1	84	115
Airdale School.....	37	R	19	8		27	37
Plumas.....A-L	38	R	106	62	1	169	254
".....M-Z	38	R	59	17		76	144
A. Singleton's house.....	39	R	98	18		116	133
Eden.....	40	R	173	87		260	269
Mrs A. Popien's house.....	41	R	116	39	1	156	251
Clanwilliam.....A-L	42	R	77	61	1	139	161
".....M-Z	42	R	57	58		115	158
Knute Skogland's house.....	43	R	51	36		87	206
Scandinavia.....43A	43	R	11	38	1	50	102
John Labba's house.....	44	R	76	77		153	256
Birnie.....	45	R	93	85	1	179	212
R. Buchanan's house.....	46	R	81	16		97	126
Mrs Ritchie's house.....	47	R	30	15		45	68
Tupper School.....	48	R	52	27	1	80	117
Amaranth.....	49	R	50	39		89	136
Cory School.....	50	R	45	48		93	167
Glenella.....	51	R	70	109		179	253
Riding Mountain.....	52	R	135	46	2	183	253
Kelwood.....A-L	53	R	91	83		174	256
".....M-Z	53	R	90	80		150	216
Glencairn.....	54	R	20	46		66	132
August Hoehn's, house.....	55	R	19	32	1	52	127

## NEEPAWA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Milne	Thomas Gerow Murphy			
Jno. Munro's house.....	56	R	24	20		44	67
Harcus.....	57	R	23	25		48	71
Bellhampton.....	58	R	13	26		39	117
Glenhope.....	59	R	5	55	4	64	149
".....	59A	R	18	11		29	46
Kinosota.....	60	R	37	87		124	229
".....	60A	R	21	47		68	137
Laurier.....	61	R	94	38		132	207
".....	M-Z	R	100	32		141	213
Jas. Lawther's house.....	61A	R	32	22		54	93
McCreary.....	62	R	118	72		190	328
".....	62	R	77	46		123	208
Neepawa, Ward (Quart.) 3. A-L	63	R	87	119	1	207	256
".....	M-Z	R	89	107		196	217
".....	2. A-L	R	87	116		203	227
".....	M-Z	R	61	110		171	194
".....	1.....	R	78	108	4	190	228
Totals—Totaux.....	82		6,293	4,495	25	10,813	14,502

Majority for  
Majorité pour } Robert Milne, 1,798.



NELSON

Population—1926, 21,860

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas William Bird	Joseph Myers			
Alpine.....	41	R	39	23		62	81
Athapapuskow.....	22	R	1	17		18	18
Barrier.....	4	R	4	2		6	14
Barrows.....	36	R	10	30		40	60
Benito.....	23	R	139	86		225	274
Big Eddy.....	3	R	14	40	1	55	80
Birch River.....	33	R	76	120		196	242
Bowsman.....	A-L 34	R	183	147		330	405
".....	M-Z 34	R	181	142		323	381
Camperville.....	40	R	49	68	2	119	184
Cedar Lake.....	18	R	0	15		15	28
Constant's House.....	15	R	4	32		36	54
Cormorant Narrows.....	8	R	5	34		39	55
Cowan.....	35	R	34	48		82	141
Craigsford.....	28	R	25	43		68	78
Cross Lake.....	20	R	12	23		35	35
Durban.....	A-K 24	R	106	53	10	169	214
".....	L-Z 24	R	100	58	4	162	218
Duck River.....	45	R	12	21		33	91
Duck Bay.....	46	R	19	32		51	87
Grand Rapids.....	6	R	2	27		29	45
Herb Lake.....	9	R	4	87		91	125
Kenville.....	A-K 25	R	150	53	1	204	250
".....	L-Z 25	R	154	61	1	216	302
Le Pas.....	A-L 1	R	128	120		248	297
".....	M-Z 1	R	112	87		199	218
".....	2	R	212	58		270	384
Lidstone.....	30	R	86	15		101	111
Lynneville.....	47	R	8	26		34	50
Mafeking.....	37	R	34	33		67	94
Martindale's House.....	32	R	24	35		59	113
Mile 81.....	11	R	0	11		17	23
" 137.....	12	R	7	21		28	34
" 186.....	13	R	23	5	2	30	59
" 214.....	14	R	14	19		33	49
Minitonas.....	A-J 29	R	115	59		174	219
".....	K-Z 29	R	97	86		183	234
Moose Lake.....	5	R	1	43		44	55
Nelson's House.....	16	R	8	2		10	19
Norway's House.....	7	R	24	41		65	178
Pine River.....	39	R	73	131		204	260
Red Deer Point.....	44	R	16	10		26	42
Reed Lake.....	10	R	0	6		6	36
Reniver.....	31	R	39	63		102	120
Sclater.....	38	R	62	69		131	141
Split Lake.....	17	R	4	4		8	12
Swan River.....	A-G 26	R	152	110	6	268	362
".....	H-Mc 26	R	126	102	2	230	326
".....	N-Z 26	R	137	111		248	345
Thunder Hill.....	27	R	162	36		198	233
Waterhen.....	43	R	No poll held—Le scrutin n'a pas été tenu				80
Young's Point.....	21	R	5	9		14	16
York Factory.....	19	R	3	25		28	28
Zalicia.....	42	R	41	33	2	76	101
Totals—Totaux.....	54		3,042	2,632	31	5,705	7,713

Majority for  
Majorité pour } Thomas William Bird, 410.

## PORTAGE LA PRAIRIE

Population—1926, 33,866

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Ewen Alexander McPherson	Right Honourable Arthur Meighen			
Portage la Prairie.....A-L	1	U	73	118	1	192	234
".....M-Z	1	U	71	102		173	433
".....A-L	2	U	69	112	2	183	238
".....M-Z	2	U	82	161	1	244	517
".....A-L	3	U	55	94		149	197
".....M-Z	4	U	56	89	1	146	170
".....A-L	4	U	82	83	1	166	372
".....M-Z	5	U	81	114		195	229
".....A-L	6	U	76	134		210	246
".....M-Z	6	U	85	115	2	202	387
".....A-L	7	U	59	160	1	220	273
".....M-Z	8	U	79	158		237	271
" Advance (Provisoire)	8	U	80	171	1	252	587
Langruth.....A-K	9	R	23	54		77	
".....L-Z	9	R	104	74	3	181	201
Lakeland.....	10	R	68	37		105	115
Westbourne.....	11	R	32	37		69	81
Bagot.....A-L	12	R	126	97		223	235
".....M-Z	12	R	98	41		139	147
Burnside.....	13	R	107	49		156	172
MacDonald.....	14	R	165	78		243	299
Longburn.....	15	R	103	39	1	143	161
Oakland.....	16	R	53	56		109	119
Delta.....	16A	R	159	82		241	269
West Prospect.....	17	R	8	18		26	30
Adam's house.....	18	R	130	100		230	274
South River.....	19	R	27	28		55	60
Gainsborough.....	19A	R	131	101		232	282
High Bluff.....A-L	20	R	27	25		52	70
".....M-Z	20	R	42	127		169	178
Oakville.....A-L	21	R	69	111		180	193
".....M-Z	21	R	105	80		185	211
Fortier.....	22	R	72	101		173	185
Poplar Point.....	23	R	91	45	2	138	137
St. Marks.....	24	R	50	102	2	163	173
R. Harper's house.....	25	R	52	89		141	168
Poplar Heights.....	26	R	41	33		74	80
Lake Francis.....	27	R	48	38		86	109
Baie St. Paul.....	29	R	42	29	1	72	92
St. Eustache.....A-L	30	R	74	85		159	189
".....M-Z	30	R	110	57		167	197
Elie.....	31	R	90	32		122	139
St. François Xavier.....	32	R	115	35		150	173
Headingly.....	33	R	157	84	4	245	263
Charleswood.....A-J	34	R	110	125		235	295
".....K-Z	34	R	81	76		157	220
Tuxedo.....	35	R	69	70	2	141	209
Woodhaven.....	36	R	20	22		42	65
Kirkfield Park.....	37	R	72	103		175	207
St. Charles.....	38	R	88	174		262	281
Little Mountain.....	39A	R	29	63	2	145	162
C. Griffith's house.....	39B	R	80	74		103	162
Lillyfield.....	40	R	12	19		31	51
Lillyfield, J. Sursky's house.....	40A	R	51	33		84	91
Rosser.....	41	R	16	27		43	52
".....	41B	R	110	42		152	232
St-Laurent.....A-D	42	R	57	10		67	93
".....E-Z	42	R	89	68	1	158	184
Oak Point.....	43	R	59	73		132	173
Vestfold.....	44	R	76	80		156	202
Clarkleigh.....	45	R	17	23	1	41	103
Morning Star School.....	46	R	46	47	2	95	128
Lundar.....A-J	47	R	64	31	1	96	137
".....K-Z	47	R	163	76	2	241	245
			109	67		176	233



## PORTAGE LA PRAIRIE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Ewen Alexander McPherson	Right Honourable Arthur Meighen			
Lily Bay.....	48	R	56	27		83	118
Deerhorn.....	49	R	56	72		128	245
Cook's School.....	50	R	7	21		28	39
Sharpwood School.....	50B	R	18	28		46	92
M. Barrowski's house.....	50C	R	36	8		44	89
Eastland School.....	51	R	38	21		59	99
Ericksdale.....	A-L 52	R	80	55	1	136	196
".....	M-Z 52	R	57	57		114	151
MacRoss.....	53	R	40	38	1	79	153
Vogar.....	54	R	94	23	15	132	179
Darwin School.....	55	R	41	8		49	59
Zant.....	56	R	56	13		69	105
Dog Lake School.....	57	R	34	7		41	97
Pioneer School.....	57A	R	19	11		30	67
Oatfield.....	58	R	37	19		56	125
Mulvihill.....	59	R	117	50		167	295
Tipperary.....	60	R	2	14		16	33
Fisher-ton.....	61	R	65	25		90	160
Larcombe.....	62	R	8	16		24	33
Camper.....	63	R	40	21	1	62	131
Wallmore.....	64	R	17	17		34	68
Ashern.....	A-L 65	R	81	38	1	120	204
".....	M-Z 65	R	61	16		77	148
Moosehorn.....	A-K 66	R	85	57	4	146	224
".....	L-Z 66	R	54	73	1	128	238
New Scotland.....	67	R	23	17		40	144
Steep Rock.....	68	R	43	51	2	96	148
Faulkner.....	69	R	23	28		51	78
Grahamdale.....	70	R	40	34		74	138
Hilbre.....	71	R	62	27		89	117
Fairford.....	72	R	33	42		75	113
St. Martin's Hall.....	73	R	27	55	1	83	107
Davis Point.....	74	R	18	26		44	62
Gypsumville.....	75	R	29	71		100	131
Dauphin River.....	76	R	3	2		5	26
Totals—Totaux.....	100		6,394	5,966	61	12,421	17,093

Majority for } Ewan Alexander McPherson, 428.  
Majorité pour }

## PROVENCHER

Population—1926, 31,617

Acclamation: Arthur Lucien Beaubien.

## SELKIRK

Population—1926, 42,663

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Leland Payson Baneroff	Hannes Marino Hannesson	Bulletins rejetés	Vote total	Electeurs sur la liste
West Kildonan.....	1A	U	109	56		165	227
".....	1B	U	87	66	2	155	190
".....	2A	U	71	77	1	149	160
".....	2B	U	76	66		142	187
".....	3A	U	132	75		207	285
".....	3B	U	125	98	5	228	303
".....	3C	U	114	86	1	201	281
".....	4A	U	100	66		166	231
".....	4B	U	87	71		158	211
".....	5	U	42	13		55	69
".....	6	U	14	32		46	79
Old Kildonan.....	7	R	23	32		55	120
".....	8	R	41	22	2	65	83
St-Pauls.....	9	R	74	79	1	154	202
Lockport.....	10A	R	58	115	1	174	229
".....	10B	R	60	73	1	134	190
Rossdale.....	11	R	39	75		114	202
Mapleton.....	12	R	55	55		110	134
Selkirk.....	13A	R	90	106	5	201	995
".....	13B	R	83	117	4	204	
".....	13C	R	65	84	6	155	
".....	13D	R	86	70	4	160	
".....	14A	R	89	94	2	185	
".....	14B	R	82	104	3	189	275
".....	14C	R	77	95		172	268
".....	14D	R	85	82	4	171	269
Peguis.....	15	R	39	38		77	125
Cloverdale.....	16	R	61	80		141	238
Clandeboyne.....	17	R	103	24		127	146
Petersfield.....	18	R	79	63	3	145	168
Hartley.....	19	R	85	38		123	152
Netley.....	20	R	29	16	1	46	56
Winnipeg Beach.....	21	R	49	110		159	199
Milnisee.....	22	R	112	8	2	122	189
Dundas.....	23	R	65	31		96	113
Teulon.....	24A	R	105	65		170	203
".....	24B	R	101	44	3	148	210
Westerham.....	25	R	36	14	1	51	72
Balmoral.....	26A	R	83	76		159	317
".....	26B	R	45	43		88	
Gunton.....	27	R	112	56	4	172	220
Argyle.....	28	R	128	96		224	297
Good Hope.....	29	R	25	42		67	80
Rockwood.....	30	R	23	23		46	62
Stoney Mountain.....	31	R	89	125	4	218	277
Stonewall.....	32A	R	125	106		231	815
".....	32B	R	166	96		262	
".....	32C	R	116	116		232	
Grosse Isle.....	33	R	59	12		71	78
Warrenton.....	34	R	113	64		177	263
Woodlands.....	35	R	67	65		132	194
Erinview.....	36	R	30	16		46	57
Inwood.....	37	R	95	62	1	158	269
Norris Lake.....	38	R	83	13		96	188
Polson School.....	39	R	87	4		91	197
Komarno.....	40	R	88	38		126	216
Pleasant Home.....	41	R	69	9		78	97
Malonton.....	42	R	49	35		84	158
Harperville.....	43	R	15	8		23	40
Ideal.....	44	R	15	10		25	46
Narcisse.....	45	R	37	37		74	77
Neveton.....	46	R	19	21		40	95
Chatfield.....	47	R	34	20		54	119
Poplarfield.....	48	R	102	21	2	125	291
Harmlick.....	49	R	38	7		45	71



SELKIRK—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Leland Payson Bancroft	Hannes Marino Hannesson			
Broad Valley.....	50	R	75	36		111	286
Bouville.....	51	R	27	6		33	58
Fisher Branch.....	52A	R	71	36	1	108	150
".....	52B	R	130	17	2	149	226
Hodgson.....	53	R	87	85		172	260
Dallas.....	54	R	20	16		36	141
Koostatak.....	55	R	11	12		23	36
Harwell.....	56	R	4	6		10	19
Bull Head.....	57A	R	22	12		34	52
Snake Island.....	57B	R	22	30	3	55	59
Foley.....	58	R	20	43		63	156
Husavick.....	59	R	42	42		84	123
Gimli.....	60A	R	110	76	1	187	296
".....	60B	R	106	73	1	180	386
".....	60C	R	45	47		92	97
Fraserwood.....	61A	R	33	57	2	92	143
".....	61B	R	33	54	1	88	142
Sandridge.....	62	R	13	3		16	30
Meleb.....	63A	R	27	69		96	339
".....	63B	R	55	54		109	
Berlo.....	64	R	24	32		56	122
Camp Morton.....	65	R	36	32		68	106
Arnes.....	66	R	85	13		98	170
Rembrandt.....	67	R	54	18		72	218
Skylake.....	68	R	2	33		35	96
Silver.....	69	R	33	33	1	67	91
Arborg.....	70A	R	124	74	2	200	241
".....	70B	R	94	31	5	130	186
Geyser.....	71	R	129	22		151	211
Hnausa.....	72	R	53	53	1	107	151
Riverton.....	73A	R	93	41		134	450
".....	73B	R	112	36	1	149	
Ledwyn.....	74	R	56	8		64	133
Okno.....	75	R	80	12		92	167
Vedir.....	76	R	107	26	1	134	248
Sylvan.....	77	R	19	32		51	103
Hecla.....	78	R	25	75		100	158
Howardville.....	79	R	11	6		17	31
Shorncliffe.....	80	R	69	2		71	180
Jaroslav.....	81	R	55	25		80	122
Matlock.....	82	R	23	37	2	62	144
Foley P.O.....	83	R	37	22	1	60	140
West Kildonan, Advance (Pro- visoire).....		U	2	6		8	
Totals—Totaux.....	108		7,016	5,104	88	12,208	18,346

Majority for } Leland Payson Bancroft, 1,912.  
Majorité pour }

## SOURIS

Population—1926, 25,576

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Steedsman	Errick F. Willis			
Belmont.....	1	R	77	68		145	194
".....	1A	R	91	76		167	204
Hilton.....	2	R	64	33		97	108
Ninette.....	3	R	121	73	2	196	275
".....	3A	R	179	77	8	264	308
Dunrea.....	4	R	166	48		214	270
Killarney.....	5	R	127	121		248	335
".....	5A	R	131	97		228	291
".....	5B	R	116	133		249	316
Lena.....	6	R	106	55		161	203
Ninga.....	7	R	58	64	1	123	133
".....	7A	R	45	59		104	137
Wakopa.....	8	R	93	86		179	249
Holmfield.....	9	R	79	89		168	250
".....	9A	R	65	43		108	185
".....	10	R	64	40	1	105	194
Huntley.....	11	R	107	35		142	191
Fairhall.....	12	R	97	30		127	175
Desford.....	13	R	66	87	4	157	187
Hiawatha.....	14	R	109	57	1	167	205
Margaret.....	15	R	145	38		183	228
Minto.....	16	R	95	82		177	217
".....	16A	R	91	88		179	213
R. H. Wyman's house.....	17	R	68	103		171	202
Boissevain.....	18	R	57	144	1	202	234
".....	18A	R	67	113	1	181	225
".....	19	R	114	133	4	251	286
".....	19A	R	44	77	2	123	152
Whitewater.....	20	R	57	52		109	118
Primrose.....	21	R	86	43	1	130	180
Elgin.....	22	R	100	119	1	220	255
Wm. English's house.....	23	R	13	19		32	54
Hazeldean.....	24	R	89	67		156	200
Deloraine.....	25	R	138	100	3	241	283
".....	25A	R	129	59	1	189	217
Goodlands.....	26	R	158	75		233	270
Waskada.....	27	R	70	125		195	226
".....	27A	R	86	81		167	214
Deloraine.....	28	R	77	83	2	162	173
".....	28A	R	66	64	2	132	152
Medora.....	29	R	123	85	1	209	243
Napinka.....	30	R	66	166		232	300
Lauder.....	31	R	85	62	1	148	152
".....	31A	R	71	55		126	150
Bidford.....	32	R	79	59		138	162
Dand.....	33	R	42	39		81	117
Underhill.....	34	R	39	62		101	112
Hartney.....	35	R	65	33		98	125
Elgin.....	36	R	122	135	3	260	302
Swoffham.....	37	R	44	48		92	107
Hartney.....	38	R	120	102	1	223	247
".....	38A	R	99	90	1	190	214
Grande Clairière.....	39	R	77	14		91	117
Waskada.....	40	R	84	65		149	177
Coulter.....	41	R	98	46	1	145	188
Lyleton.....	42	R	144	81		225	227
".....	43	R	26	8	2	36	43
Pierson.....	44	R	101	85		186	260
Elva.....	45	R	125	81	2	208	224
Melita.....	46	R	78	90	2	170	204
".....	46A	R	61	67		128	159
".....	46B	R	77	70		147	177
".....	46C	R	51	93		144	174
Frank Elliot's house.....	47	R	41	29		70	86
Pierson.....	48	R	59	25		84	98



SOURIS—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Steedsman	Errick F. Willis			
Tilston.....	49	R	67	91	.....	158	189
Broomhill.....	50	R	97	20	.....	117	140
Bede.....	51	R	38	55	.....	93	114
Belses' School.....	52	R	87	11	1	99	109
Reston.....	53	R	72	37	2	111	143
J. Klamsendorf's house.....	54	R	56	6	.....	62	83
Totals—Totaux.....	71	.....	6, 105	4, 946	52	11, 103	13, 652

Majority for  
Majorité pour } James Steedsman, 1,159.

## SPRINGFIELD

Population—1926, 35,754

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour				Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Edgar Douglas Richmond Bissett	Thomas Herbert Dunn	Thomas Hay	Bulletins rejetés	Vote total	Electeurs sur la liste	
East Kildonan.....A-L	1	U	74	42	89		205	287	
“.....M-Z	1	U	97	45	90		232	292	
“.....A-E	2	U	74	64	81		219	273	
“.....F-L	2	U	58	67	84	3	212	263	
“.....M-R	2	U	82	74	63		219	253	
“.....S-Z	2	U	50	52	79		181	235	
“.....A-J	3	U	46	53	59		158	216	
“.....K-P	3	U	15	73	46		134	373	
“.....Q-Z	3	U	35	57	45	2	139	221	
Salsbury School.....	4	R	63	130	49	1	243	287	
Springfield School.....	5	R	41	24	32	2	97	127	
Oakbank.....	6	R	102	15	58		175	265	
Hazelridge.....	7	R	68	9	27		104	178	
Cloverleaf.....	8	R	43	23	29		95	142	
Lydiatt.....	9	R	31	0	20		51	88	
Lewis.....	10	R	10	4	11		25	73	
André Nault's house.....	11	R	12	0	1		13	24	
Sadlow.....	12	R	6	4	6		16	34	
Haddishville.....	13	R	23	1	54		78	118	
McMunn.....	14	R	8	13	15	1	37	78	
Baintree East (Est).....	15	R	19	7	7		33	40	
Waugh.....	16	R	8	3	1		12	19	
Rennie.....	17	R	15	4	12		31	48	
Medika.....	18	R	3	31	34		68	162	
Janow.....	19	R	70	44	43	2	159	293	
Whitemouth.....	20	R	98	37	42	2	179	284	
Oldenberg.....	21	R	125	1	4		130	180	
Pinewa.....	22	R	28	15	12		55	78	
Riverland.....	23	R	54	17	11	1	83	179	
Pointe du Bois.....	24	R	51	15	24	3	93	108	
Bird River.....	25	R	59	11	46		116	110	
Great Falls.....	26	R	16	1	14		31	39	
Lac du Bonnet.....	27	R	111	7	100		218	309	
Molson.....	28	R	84	10	11		105	146	
Beauséjour.....A	29	R	149	7	14		170	732	
“.....B	29	R	160	7	27	2	196		
“.....C	29	R	86	3	31		120		
“.....D	29	R	90	3	34		127		
Tyndall.....	30	R	148	6	83	3	240	345	
Garson.....	31	R	116	10	43		169	329	
Sapton.....	32	R	89	11	37	5	142	303	
Cooks Creek.....	33	R	40	9	82		131	316	
North Kildonan.....A	34	R	43	16	27		86	311	
“.....B	34	R	37	16	24	1	78		
East St-Paul.....	35	R	48	3	51	1	103	165	
Bird's Hill.....	36	R	53	17	75		145	186	
Gonor.....A	37	R	25	29	125		179	350	
“.....B	37	R	19	16	155	4	194	277	
East Selkirk.....A	38	R	28	30	27		85	319	
“.....B	38	R	37	45	33		115		
Brightstone.....	39	R	40	35	34		109	204	
St. George.....	40	R	98	2	14		114	162	
Pine Falls.....	41	R	82	21	40		143	152	
Fort Alexander.....	42	R	12	0	20		32	42	
Traverse Bay.....	43	R	7	5	28		40	116	
Balsam Bay.....	44	R	55	10	39	1	105	221	
Thalberg.....	45	R	95	3	31	1	130	249	
Greenwald.....	46	R	42	2	16		60	75	
Brokenhead.....	47	R	59	51	3		113	220	
Ladywood.....	48	R	177	8	33		218	328	
Walkleyburg.....	49	R	67	15	10		92	180	
Lebau.....	50	R	99	22	34		155	354	
Scanterbury.....	51	R	51	6	39	3	99	196	
Cedarkine.....	52	R	8	4	13		25	82	
Beren's River.....1	53	R	0	0	11		11	35	



## SPRINGFIELD—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Edgar Douglas Richmond Bissett	Thomas Herbert Dunn	Thomas Hay			
Bloodvein.....2	54	R	2	0	7		9	28
Loon Straits.....3	55	R	0	0	18		18	26
Manigotagan.....4	56	R	29	2	37		68	101
English Brook.....5	57	R	2	0	6		8	37
Rice Lake.....6	58	R	21	0	5		26	26
Wadhope.....7	59	R	35	2	27		64	82
Cryderman Mines.....8	60	R	24	6	6		36	63
Totals—Totaux.....	72		3,852	1,375	2,638	38	7,903	12,482

Majority for  
Majorité pour } Edgar Douglas Richmond Bissett over (sur) { Thomas Hay, 1,214.  
Thomas Herbert Dunn, 2,477.

## ST. BONIFACE

Population—1926, 38,987

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Bernier	John Power Howden	Allan Melkie			
St. Boniface City (Cité).....	1	U	6	9	2		17	24
“ “ “ A-L	2	U	35	88	60	3	186	283
“ “ “ M-Z	2	U	36	98	41		175	243
“ “ “	3	U	21	111	14	1	147	203
“ “ “ A-L	4	U	36	155	15		206	282
“ “ “ M-Z	4	U	35	102	4		141	189
“ “ “ A-L	5	U	22	91	34		147	194
“ “ “ M-Z	5	U	25	84	45	1	155	186
“ “ “	6	U	30	94	10	5	139	200
“ “ “ A-L	7	U	64	91	9	1	165	246
“ “ “ M-Z	7	U	50	94	11		155	192
“ “ “ A-K	8	U	25	90	2		117	244
“ “ “ L-Z	8	U	27	102	3	4	136	242
“ “ “ A-L	9	U	33	101	8	2	144	187
“ “ “ M-Z	9	U	10	80	7		97	136
“ “ “ A-L	10	U	24	93	15		132	186
“ “ “ M-Z	10	U	19	46	10		75	125
“ “ “ A-L	11	U	49	141	44	1	235	308
“ “ “ M-Z	11	U	35	94	28		157	226
“ “ “	12	U	10	100	2		112	217
“ “ “ A-L	13	U	42	115	19		176	220
“ “ “ M-Z	13	U	25	65	9		99	127
“ “ “ A-L	14	U	54	64	15	1	134	175
“ “ “ M-Z	14	U	41	68	8	1	118	146
“ “ “ A-L	15	U	72	100	19		191	245
“ “ “ M-Z	15	U	69	87	10		166	217
“ “ “ A-L	16	U	72	120	33		225	296
“ “ “ L-Z	16	U	73	123	27		223	296
“ “ “ A-L	17	U	98	106	10		214	278
“ “ “ M-Z	17	U	62	95	11		168	219
“ “ “	18	U	76	140	13		229	289
“ “ “ Advance								
(Provisoire).....	1	U	15	27	2		44	
Winnipeg City (Cité).....	19	U	84	82	59	1	226	270
“ “ “ K-Z	19	U	80	100	63		243	306
“ “ “ A-J	20	U	78	63	71	6	218	271
“ “ “ K-Z	20	U	69	75	69	3	216	275
“ “ “ A-L	21	U	69	67	91	2	229	267
“ “ “ M-Z	21	U	62	59	103		224	265
“ “ “ A-L	22	U	74	55	92	4	225	272
“ “ “ M-Z	22	U	58	67	70		195	237
“ “ “ A-L	23	U	35	43	86	3	167	188
“ “ “ M-Z	23	U	39	33	83	5	160	182
“ “ “ A-G	24	U	64	34	54		152	187
“ “ “ H-O	24	U	77	41	53	6	177	212
“ “ “ P-Z	24	U	71	49	56	3	179	229
“ “ “ A-G	25	U	71	18	49	4	142	166
“ “ “ H-Z	25	U	73	68	89	5	235	269
“ “ “	26	U	33	30	66	1	130	141
“ “ “ Advance								
(Provisoire).....	2	U	7	15	4		26	
Transcona Town (Ville)....	27	U	49	76	78	2	205	253
“ “ “ G-M	27	U	53	82	124		259	298
“ “ “ N-Z	27	U	55	94	79		228	291
“ “ “ A-F	28	U	35	73	52		160	184
“ “ “ G-M	28	U	47	85	85		217	265
“ “ “ N-Z	28	U	35	70	74		179	210
“ “ “	29	U	38	48	105	4	195	226
“ “ “	30	U	8	13	59		80	82
“ “ “ Advance								
(Provisoire).....	3	U	5	18	4		27	



Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	C Joseph Bernier	L John Power Howden	M Allan Meikle			
Springfield, Municipality (Municipalité).....	31	R	18	19	0		46	61
“ “.....	32	R	1	29	0	1	31	54
“ “.....	33	R	12	33	0		45	87
“ “.....	34	R	10	87	0		97	170
“ “.....	35	R	19	31	4		54	114
“ “.....	36	R	26	43	9		78	137
Taché Municipality (Municipalité).....	37	R	36	48	0	1	85	134
Ste-Anne.....	38	R	38	49	0		87	131
“ “..... A-G	39	R	28	147	8	1	184	189
“ “..... H-Z	39	R	9	69	6		84	187
“ “.....	40	R	7	73	3		83	190
Taché.....	41	R	26	57	4	1	88	137
“ “.....	42	R	96	66	5	3	170	279
“ “..... A-K	43	R	26	67	3		96	156
“ “..... L-Z	43	R	39	48	2		89	145
Ritchot.....	44	R	13	110	1		124	253
“ “.....	45	R	36	121	8		165	208
St. Vital.....	46	R	27	133	5	3	168	246
Ritchot.....	47	R	42	65	1		108	155
Fort Garry.....	48	R	11	26	0		37	66
“ “.....	49	R	55	150	1		206	295
Totals—Totaux.....	79		3,235	5,903	2,427	79	11,644	15,597

**Majority for } John Power Howden over (sur) { Joseph Bernier, 2,668.**  
**Majorité pour } Allan Meikle, 3,476.**

## WINNIPEG NORTH (NORD)

Population—1926, 57,042

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Abraham Albert Heaps	Richard R. Knox	George Boyd McTavish			
WINNIPEG CITY (CITÉ)								
Ward (Quartier) 3.	A-L	1	U	50	14	24	3	91
"	M-Z	1	U	31	21	20		72
"	A-L	2	U	52	37	41		130
"	M-Z	2	U	48	24	35	2	109
"	A-L	3	U	63	36	23	1	123
"	M-Z	3	U	63	32	32		127
"	A-G	4	U	43	24	34		101
"	H-N	4	U	51	34	25	1	111
"	O-Z	4	U	52	35	17	2	106
"	A-F	5	U	18	63	36		117
"	G-N	5	U	30	58	63		151
"	O-Z	5	U	29	53	24	2	108
"	A-E	6	U	63	68	47	4	182
"	F-Mc	6	U	65	79	34	1	179
"	M-R	6	U	35	60	25		120
"	S-Z	6	U	56	68	25	3	152
"	A-C	7	U	64	62	26		152
"	D-K	7	U	73	80	33		186
"	L-P	7	U	53	62	39	3	157
"	R-Z	7	U	56	72	27	1	156
"	A-F	8	U	93	68	30	1	192
"	G-Mc	8	U	75	44	41	1	161
"	M-Z	8	U	77	82	53	4	216
"	A-F	9	U	62	96	35		193
"	G-N	9	U	73	84	50	2	209
"	O-Z	9	U	57	74	40	2	173
"	A-F	10	U	57	39	37		133
"	G-O	10	U	61	55	22		138
"	P-Z	10	U	52	71	25		148
"	A-D	11	U	67	50	28		145
"	E-K	11	U	51	32	18		101
"	L-Q	11	U	63	33	23		119
"	R-Z	11	U	82	26	21		129
"	A-G	12	U	84	28	21	1	134
"	H-Q	12	U	81	34	26		141
"	R-Z	12	U	47	25	21		93
"	A-L	13	U	66	38	15	1	120
"	M-Z	13	U	54	49	18	4	125
"	A-L	14	U	97	45	7	3	152
"	M-Z	14	U	59	32	18	3	112
"	A-L	15	U	29	29	3	1	62
"	M-Z	15	U	35	22	18		75
"	A-L	16	U	67	9	5	3	84
"	M-Z	16	U	62	21	8	2	93
"	A-G	17	U	85	27	20		132
"	H-R	17	U	65	30	13	3	111
"	S-Z	17	U	65	26	15		106
"	A-G	18	U	76	21	16		113
"	H-P	18	U	87	26	17	3	133
"	R-Z	18	U	48	26	12	2	88
"	A-J	19	U	61	22	25		108
"	K-R	19	U	54	32	17		103
"	S-Z	19	U	45	23	9	1	78
"	A-F	20	U	50	24	22		96
"	G-L	20	U	65	27	19		111
"	M-R	20	U	43	24	33		100
"	S-Z	20	U	62	17	26	5	110
"	A-H	21	U	40	27	60	2	129
"	I-R	21	U	45	27	60		132
"	S-Z	21	U	35	26	37		98
"	A-I	22	U	56	42	25		123
"	J-Q	22	U	55	53	40		148
"	R-Z	22	U	58	28	24	1	111



## WINNIPEG NORTH (NORD)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Abraham Albert Heaps	Richard R. Knox	George Boyd McTavish			
WINNIPEG CITY (CITÉ)								
Ward (Quartier) 3—Con.								
" A-F	23	U	96	51	22		169	196
" G-P	23	U	100	56	22		178	209
" Q-Z	23	U	68	58	17	3	146	164
" A-L	24	U	108	41	34	6	189	224
" M-Z	24	U	108	30	27	1	166	196
" A-G	25	U	76	28	31		135	149
" H-P	25	U	99	21	55	1	176	207
" R-Z	25	U	64	29	38		131	169
" A-F	26	U	84	13	36	1	134	154
" G-L	26	U	55	24	64	7	150	180
" M-R	26	U	53	32	40	6	131	159
" S-Z	26	U	62	22	42		126	144
" A-J	27	U	77	15	25	2	119	146
" K-P	27	U	64	17	22	3	106	130
" Q-Z	27	U	71	20	21		112	136
" A-K	28	U	77	39	28	6	150	169
" L-Z	28	U	61	40	18		119	142
" A-K	29	U	73	23	23		119	144
" L-Z	29	U	70	29	30	2	131	162
" A-L	30	U	44	22	41		107	124
" M-Z	30	U	54	11	50	2	117	131
" A-E	31	U	49	36	26		111	117
" F-K	31	U	57	18	31		106	110
" L-P	31	U	66	16	34	2	118	136
" R-Z	31	U	59	23	15	5	102	116
" A-H	32	U	60	23	56	2	141	163
" I-Mc	32	U	71	19	36	2	128	144
" M-R	32	U	61	17	34	3	115	137
" S-Z	32	U	75	18	50	7	150	159
" A-L	33	U	87	23	30	10	150	179
" M-Z	33	U	95	22	24		141	171
" A-L	34	U	80	32	27	4	143	158
" M-Z	34	U	97	27	30		154	161
St-John, Parish (Paroisse) A-K	35	R	29	16	6	2	53	105
" L-Z	35	R	29	9	11	1	50	102
Winnipeg, Advance (Provisoire)		U	51	39	22		112	
Totals—Totaux	99		6,171	3,555	2,821	146	12,693	15,285

Majority for } Abraham Albert Heaps over (sur) { Richard R. Knox, 2,616  
Majorité pour } Geo. B. McTavish, 3,350

## WINNIPEG NORTH CENTRE (NORD CENTRE)

Population—1926, 39, 646

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Jose Alexander Banfield	James Shaver Woods- worth			
Winnipeg City (Cité).....	1	U	35	103		138	169
"	2	U	40	80	1	121	148
"	3	U	82	34		116	178
"	4	U	49	53		102	131
"	5	U	31	27		58	70
"	6	U	57	86		143	175
"	7	U	109	48		157	198
"	8	U	51	34		85	109
"	9	U	110	59		169	228
"	10	U	59	51	1	111	135
"	11	U	38	85	3	126	164
"	12	U	57	104	1	162	202
"	13	U	84	142		226	275
"	14	U	53	83	1	137	187
"	15	U	59	101		160	190
"	16	U	46	33		79	90
"	17A	U	63	63		126	148
"	17B	U	61	80		141	167
"	18	U	82	116		198	247
"	19	U	102	126		228	279
"	20A	U	85	84	1	170	210
"	20B	U	70	111		181	224
"	21A	U	65	93		158	194
"	21B	U	83	87		170	209
"	22A	U	61	69		130	153
"	22B	U	47	75		122	154
"	23A	U	57	104		161	185
"	23B	U	50	86	1	137	175
"	24	U	87	116		203	256
"	25	U	66	106	1	173	192
"	26	U	105	96		201	236
"	27A	U	43	76	1	120	147
"	27B	U	30	98		128	150
"	28A	U	49	108	1	158	193
"	28B	U	69	100		169	198
"	29	U	68	121		189	207
"	30A	U	101	128	2	231	288
"	30B	U	83	150	4	237	282
"	31	U	84	56		140	209
"	32	U	65	145		210	262
"	33A	U	51	60		111	134
"	33B	U	36	69		105	132
"	34A	U	37	69	3	109	135
"	34B	U	49	83		132	152
"	35A	U	48	107		155	164
"	35B	U	55	114		169	226
"	36A	U	43	87		130	164
"	36B	U	42	89		131	151
"	37A	U	47	108		155	181
"	37B	U	49	105		154	189
"	38A	U	43	83		126	162
"	38B	U	50	101		151	176
"	39A	U	35	91		126	165
"	39B	U	59	85		144	164
"	40A	U	65	133		198	239
"	40B	U	33	138		171	213
"	41A	U	40	80		120	143
"	41B	U	43	116		159	189
"	41BB	U	32	70	2	104	132
"	41C	U	45	112		157	177
"	41D	U	25	82		107	128
"	41E	U	40	108		148	174
"	42	U	39	163	1	203	222
"	43A	U	60	169	1	230	247
"	43B	U	68	171		239	256



## WINNIPEG NORTH CENTRE (NORD CENTRE)—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Jose Alexander Banfield	James Shaver Woods- worth			
Winnipeg City (Cité)—Con....	43C	U	65	170	.....	235	267
" .....	44A	U	66	187	.....	253	279
" .....	44B	U	55	197	2	254	276
" .....	45A	U	39	119	3	161	172
" .....	45B	U	43	87	1	131	142
Brooklands, Village.....	46A	U	57	101	1	159	174
" .....	46B	U	45	117	.....	162	178
Rosser (part).....	47	R	45	76	.....	121	180
Winnipeg, Advance (Provisoire) .....		U	35	57	.....	92	
Totals—Totaux.....	74	.....	4,220	7,221	32	11,473	13,697

Majority for } James Shaver Woodsworth, 3,001.  
Majorité pour }

## WINNIPEG SOUTH (SUD)

Population—1926, 41,004

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Stewart McDiarmid	Hon. Robert Rogers			
Winnipeg City (Cité).....	1A	U	85	122		207	243
"	1B	U	99	114		213	255
"	2A	U	110	78	3	191	222
"	2B	U	79	97	4	180	210
"	2C	U	75	106		181	226
"	3A	U	57	94	2	153	173
"	3B	U	75	104	2	181	224
"	3C	U	75	83		158	200
"	4A	U	61	140	4	205	232
"	4B	U	91	115	1	207	251
"	4C	U	78	119	1	198	240
"	5A	U	79	99	1	179	224
"	5B	U	129	112	2	243	298
"	5C	U	121	96	1	218	254
"	6A	U	75	56		131	159
"	6B	U	80	59		139	175
"	7A	U	156	93	5	254	313
"	7B	U	181	73	2	256	309
"	8A	U	98	42		140	189
"	8B	U	94	36	1	131	166
"	8C	U	106	50	2	158	214
"	8D	U	107	39	2	148	180
"	8E	U	152	81	3	236	288
"	9A	U	146	82	1	229	255
"	9B	U	131	92		223	265
"	9C	U	156	66	3	225	269
"	10A	U	123	94	2	219	276
"	10B	U	117	94	2	213	273
"	10C	U	110	86	1	197	238
"	11A	U	138	85	2	225	262
"	11B	U	148	60	4	212	259
"	11C	U	134	83	2	219	279
"	12A	U	93	60	1	154	188
"	12B	U	80	66		146	182
"	13A	U	119	65	1	185	240
"	13B	U	142	96		238	290
"	13C	U	137	74	4	215	256
"	14A	U	108	114	4	226	273
"	14B	U	119	143	1	263	333
"	14C	U	139	118		257	327
"	14D	U	97	113		210	274
"	15A	U	116	123		239	280
"	15B	U	64	99	1	164	203
"	15C	U	127	112		239	276
"	15D	U	89	107	1	197	244
"	15E	U	67	60	1	128	149
"	16A	U	87	108	1	196	232
"	16B	U	118	157	2	277	319
"	16C	U	96	119	4	219	258
"	17A	U	94	139		233	263
"	17B	U	119	125		244	290
"	17C	U	76	105	3	184	218
"	18A	U	104	92	2	198	240
"	18B	U	80	56	2	138	172
"	18C	U	108	75	2	185	223
"	19A	U	69	138	1	208	259
"	19B	U	123	113		236	285
"	19C	U	58	59		117	141
"	19D	U	127	106	1	234	284
"	19E	U	111	87		198	240
"	19F	U	56	77	1	134	152
"	20A	U	105	83		188	207
"	20B	U	96	84	5	185	224
"	21A	U	13	150	2	165	231
"	21B	U	8	156	2	166	227



WINNIPEG SOUTH (SUD)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Stewart McDiarmid	Hon. Robert Rogers			
Tuxedo.....	22A	U	100	97	3	200	222
".....	22B	U	116	98		214	218
".....	22C	U	89	81		170	194
Fort Garry.....	23A	U	114	56		170	191
".....	23B	U	119	72	2	193	234
".....	24A	U	132	104	1	237	281
".....	24B	U	143	111	2	256	288
".....	24C	U	143	111	1	255	296
".....	24D	U	114	67	2	183	209
".....	24E	U	125	86	1	212	241
St. Vital.....	25A	U	111	76	1	188	212
".....	25B	U	154	95		249	294
".....	25C	U	135	103		238	268
".....	25D	U	157	107	1	265	294
".....	25E	U	122	64	2	188	209
".....	25F	U	111	56		167	184
".....	25G	U	87	41	3	131	142
Winnipeg, Advance (Provisoire).....		U	126	84	1	211	
Totals..Totaux.....	83		8,809	7,638	115	16,562	19,558

Majority for } John Stewart McDiarmid, 1,171.  
Majorité pour }

**WINNIPEG SOUTH (SUD) CENTRE**

Population—1926, 66,092

Polling Divisions			Ballots cast for		Rejected ballots	Total vote	Voters on list
Arrondissements de scrutin		Bulletins déposés pour					
Name—Nom	No.	Urban or rural — Urbain ou rural	William Walker Kennedy	Joseph Thorarinn Thorson	Bulletins rejetés	Vote total	Electeurs sur la liste
Winnipeg City (Cité)	1	U	92	120		212	263
"	A-G 2	U	92	94		186	223
"	H-N 2	U	70	103		173	219
"	O-Z 2	U	76	86		162	200
"	A-K 3	U	49	87		136	156
"	L-Z 3	U	61	97	2	160	189
"	A-L 4	U	58	81		139	173
"	Mc-Z 4	U	70	75	1	146	181
"	5	U	81	101		182	220
"	6	U	107	113		220	262
"	A-L 7	U	61	63		124	162
"	Mc-Z 7	U	51	54		105	142
"	A-M 8	U	92	100	1	193	221
"	N-Z 8	U	46	48		94	105
"	A-M 9	U	96	98	1	195	232
"	N-Z 9	U	49	54		103	124
"	10	U	128	99	1	228	268
"	A-L 11	U	81	73		154	189
"	M-Z 11	U	69	85		154	192
"	A-L 12	U	75	74	1	150	183
"	M-Z 12	U	65	63	3	131	153
"	A-L 13	U	109	65		174	198
"	M-Z 13	U	80	64	1	145	172
"	A-L 14	U	91	111	5	207	259
"	M-Z 14	U	124	98	1	223	256
"	15	U	108	80	1	189	241
"	A-L 16	U	89	103	2	194	214
"	M-Z 16	U	79	81	1	161	183
"	A-L 17	U	97	84	1	182	224
"	M-Z 17	U	109	77	1	187	224
"	A-L 18	U	61	78	1	140	157
"	M-Z 18	U	53	68	1	122	146
"	A-G 19	U	87	115	1	203	247
"	H-M 19	U	84	103		187	225
"	N-Z 19	U	114	63		177	203
"	A-I 20A	U	108	80	1	189	222
"	E-L 20A	U	103	113		216	246
"	Mc-R 20B	U	91	120	1	212	235
"	S-Z 20B	U	93	74		167	198
"	A-G 21	U	115	80	1	196	230
"	H-O 21	U	78	88		166	200
"	P-Z 21	U	92	70	1	163	198
"	A-G 22	U	98	91	1	190	230
"	H-M 22	U	99	109	1	209	247
"	N-Z 22	U	103	79		182	206
"	A-L 23	U	91	98		189	222
"	M-Z 23	U	79	93		172	197
"	A-L 24	U	93	84		177	209
"	M-Z 24	U	87	64	1	152	179
"	A-L 25	U	110	93	2	205	235
"	M-Z 25	U	89	98		187	233
"	A-G 26	U	103	103		206	260
"	H-O 26	U	80	111	7	198	236
"	P-Z 26	U	76	100	2	178	213
"	A-L 27	U	104	90	1	195	221
"	M-Z 27	U	73	62	3	138	168
"	A-K 28	U	90	135	4	229	265
"	L-Z 28	U	112	130	1	243	289
"	A-K 29	U	111	129		240	280
"	L-Z 29	U	124	117		241	278
"	A-L 30	U	75	71		146	184
"	M-Z 30	U	60	82	1	143	177
"	A-F 31	U	85	75		160	200
"	G-O 31	U	83	81		164	197
"	P-Z 31	U	73	66		139	149
"	A-D 32	U	104	109		213	252
"	E-L 32	U	96	112	2	210	261
"	Mc-N 32	U	58	88	2	148	177
"	O-Z 32	U	121	102	1	224	252



## WINNIPEG SOUTH (SUD) CENTRE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Walker Kennedy	Joseph Thorarinn Thorson			
Winnipeg City (Cité)—Con.							
" A-F	33	U	123	78	.....	201	241
" G-M	33	U	137	117	.....	254	319
" N-Z	33	U	92	126	.....	218	251
" A-G	34	U	114	118	2	234	270
" H-O	34	U	107	105	.....	212	251
" P-Z	34	U	123	95	1	219	251
" A-Mc	35	U	119	133	.....	252	308
" M-Z	35	U	96	124	2	222	279
" A-G	36	U	80	128	.....	208	255
" H-P	36	U	79	132	1	212	247
" Q-Z	30	U	47	106	2	155	186
" A-G	37	U	112	133	.....	245	284
" H-P	37	U	105	178	.....	283	335
" Q-Z	37	U	65	78	1	144	170
" A-D	38	U	102	81	1	184	221
" E-J	38	U	115	91	.....	206	234
" K-O	38	U	87	121	2	210	238
" P-Z	38	U	119	121	2	242	285
" A-G	39	U	92	91	1	184	226
" H-M	39	U	96	119	.....	215	250
" N-Z	39	U	103	98	.....	201	238
" A-E	40	U	103	90	3	196	220
" F-K	40	U	98	69	.....	167	197
" L-P	40	U	79	102	.....	181	223
" Q-Z	40	U	92	82	.....	174	208
" A-E	41	U	100	117	.....	217	266
" F-L	41	U	107	110	1	218	272
" Mc-R	41	U	96	114	.....	210	264
" S-Z	41	U	110	108	.....	218	257
" A-G	42	U	72	97	.....	169	198
" H-O	42	U	83	106	.....	189	218
" P-Z	42	U	89	85	.....	174	209
" A-E	43	U	98	104	4	206	254
" F-L	43	U	96	80	2	178	215
" Mc-Q	43	U	107	84	.....	191	233
" R-Z	43	U	97	92	3	192	241
"	44	U	93	137	1	231	290
St. James.....							
" A-L	45	U	62	59	.....	121	152
" Mc-Z	45	U	51	64	.....	115	143
" A-K	46	U	73	53	2	128	154
" L-Z	46	U	42	72	.....	114	141
" A-K	47	U	62	82	.....	144	169
" L-Z	47	U	63	65	.....	128	148
" A-E	48	U	87	105	.....	192	225
" F-M	48	U	108	109	.....	217	269
" N-Z	48	U	64	88	.....	152	178
" A-Mc	49	U	39	85	.....	124	150
" M-Z	49	U	39	67	1	107	141
" A-Z	50	U	84	128	.....	212	262
" A-H	51	U	104	99	2	205	239
" I-P	51	U	99	85	1	185	212
" Q-Z	51	U	77	68	2	147	178
" A-G	52	U	99	122	.....	221	262
" H-P	52	U	102	109	.....	211	272
" Q-Z	52	U	85	95	.....	180	233
" A-D	53	U	107	88	1	196	213
" E-K	53	U	87	74	.....	161	189
" L-P	53	U	94	84	1	179	222
" Q-Z	53	U	95	86	2	183	219
" A-G	54	U	85	68	.....	153	195
" H-O	54	U	86	63	.....	149	186
" P-Z	54	U	90	74	.....	164	198
Winnipeg City (Cité), Advance Provisoire).....							
		U	109	118	1	228	
Totals—Totaux.....	132	.....	11,737	12,315	101	24,153	28,614

Majority for } Joseph Thorarinn Thorson, 578.  
Majorité pour }

## BRITISH COLUMBIA

## COLOMBIE-BRITANNIQUE

## CARIBOO

Population—1921, 39,834

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Anderson Fraser	Joseph Graham			
Kamloops City (Cité).....	1	U	24	32	.....	56	92
“ “.....	1	U	109	95	.....	204	287
“ “.....	1	U	59	61	.....	120	219
“ “.....	1	U	59	59	.....	148	212
“ “.....	1	U	85	77	.....	162	259
“ “.....	1	U	79	59	1	139	228
“ “.....	1	U	86	81	.....	167	248
“ “.....	1	U	54	81	1	136	207
“ “.....	1	U	72	85	3	160	340
“ “.....	1	U	94	99	1	194	237
“ “.....	1	U	104	90	.....	194	306
“ “.....	1	U	82	59	.....	141	218
“ “ Advance (Provisoire).....	.....	U	43	131	1	175	.....
“ “.....	2	R	9	9	.....	18	44
North Kamloops.....	3	R	94	76	.....	170	251
Tranquille.....	4	R	77	95	1	173	200
McGillivray Creek.....	5	R	11	8	.....	19	19
Walhachin.....	6	R	9	19	1	29	34
Copper Creek.....	7	R	17	7	.....	24	34
Barrière East (Est).....	8	R	19	19	2	40	52
Iron Mask.....	9	R	2	10	.....	12	15
Barrière.....	10	R	21	19	.....	40	92
Beresford.....	11	R	14	33	.....	47	64
Birch Island.....	12	R	10	24	.....	34	43
Black Pines.....	13	R	11	5	.....	16	15
Blackpool.....	14	R	14	28	1	43	56
Blucher Hall.....	15	R	11	12	.....	23	23
Cherry Creek.....	16	R	9	3	.....	12	12
Chinook Cove.....	17	R	11	26	.....	37	47
Chu Chua.....	18	R	9	20	.....	29	35
Cris Creek.....	19	R	2	12	.....	14	35
Deadman's Creek.....	20	R	6	8	.....	14	18
Heffley Creek.....	21	R	34	29	.....	63	83
Cahility.....	22	R	15	5	.....	20	24
Knutsford.....	24	R	23	32	.....	55	66
Long Lake.....	25	R	37	25	.....	62	78
Louis Creek.....	26	R	12	18	.....	30	36
Mount Olie.....	27	R	22	40	.....	62	70
McLure.....	28	R	11	7	.....	18	23
Clearwater.....	29	R	28	9	.....	37	50
Rose Hill.....	30	R	5	13	.....	18	24
Savona.....	31	R	23	29	.....	52	55
Sullivan Valley.....	33	R	14	5	.....	19	21
Knough Lake.....	34	R	22	0	.....	22	28
Anglemons.....	35	R	6	14	.....	20	24
Ashby Point.....	36	R	6	2	.....	8	12
Avola.....	37	R	24	7	.....	31	40
Blind Bay.....	38	R	23	16	.....	39	51
Blue River.....	39	R	22	69	.....	91	114
Campbell Creek.....	40	R	15	18	.....	33	47
Cold Creek.....	41	R	11	4	.....	15	19
Carlin.....	42	R	24	5	.....	30	37
Celista.....	43	R	21	28	.....	49	56
Chase.....	44	R	97	61	2	160	212



CARIBOO—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Anderson Fraser	Joseph Graham			
Chase Creek.....	45	R	18	11		29	40
Nazko.....	46	R	9	0		9	16
Dolan's Corner.....	47	R	41	11		52	68
Duck Range.....	48	R	22	9		31	36
Eagle Bay.....	49	R	6	10	1	17	18
Gleneden.....	50	R	19	17		36	57
Grande Prairie.....	51	R	29	37		66	102
Lee Creek.....	52	R	6	7		13	18
Magna Bay.....	53	R	19	20		39	46
Monte Creek.....	54	R	18	24	2	44	50
North Canoe.....	55	R	107	33	1	146	200
Notch Hill.....	56	R	75	48		121	142
Paxton Valley.....	57	R	10	10		20	23
Pemberton Range.....	58	R	18	4		22	30
Pinantan.....	59	R	24	20		44	51
Pritchard.....	60	R	40	20		60	84
Robins Range.....	61	R	12	14		26	36
Seymour Arm.....	62	R	11	5		16	24
Shuswap.....	63	R	34	11		45	60
Sicamous.....	64	R	65	28		93	118
Sorrento.....	65	R	45	6	1	52	60
South Canoe.....	66	R	54	16		70	80
Tappen.....	67	R	36	28		64	86
Turtle Valley.....	68	R	26	15		41	50
Vavenby.....	69	R	14	14		28	37
White Lake.....	70	R	13	14		27	34
Salmon Arm.....	71	R	96	95		191	264
".....	71	R	71	67		138	202
".....	71	R	104	66	1	171	232
".....	71	R	102	33		135	180
Squam Bay.....	72	R	3	10		13	25
Lackenby.....	73	R	8	8		16	29
Swift Creek.....	74	R	29	13		42	49
Glenemma.....	75	R	12	14		26	38
Adams Lake.....	76	R	10	1		11	15
Lempriere.....	77	R	12	15	1	28	43
Big Bar.....	79	R	32	5		37	55
D'Arcy.....	80	R	1	9		10	24
Watson Bar.....	81	R	7	6		13	26
Watch Lake.....	82	R	5	4		9	18
Short Portage.....	84	R	10	4		14	20
70 Mile House.....	85	R	15	3		18	36
Rexmount.....	86	R	15	6		21	34
Pavillon.....	87	R	17	34		51	48
McGillivray.....	88	R	4	16		20	21
Moha.....	89	R	12	2		14	26
Lilloet.....	90	R	91	56		147	237
Bonaparte.....	91	R	5	10		15	13
Cadwallader.....	92	R	11	18		29	32
Clinton.....	93	R	73	31	1	105	177
North Bonaparte.....	94	R	3	1		4	10
Silver Creek.....	95	R	38	22		60	89
Alexandria.....	96	R	17	6		23	39
Williams Lake.....	97	R	113	61	1	175	217
Alexis Creek.....	98	R	19	2		21	36
Alkali Lake.....	99	R	4	0		4	12
Barkerville.....	100	R	43	19		62	78
Beaver Lake.....	101	R	25	5		30	70
Big Creek.....	102	R	14	7		21	30
Pouce Coupé.....	103	R	57	42		99	161
Rolla.....	104	R	81	99		180	264
Fort St-John.....	105	R	29	16	1	46	107
Dawson Valley.....	106	R	31	77	2	110	131
West Saskatoon.....	107	R	11	29		40	55
Swan Lake.....	108	R	5	0		5	20

## CARIBOO—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Anderson Fraser	Joseph Graham			
Hudson Hope.....	109	R	23	8		31	75
Kelly Lake.....	110	R	20	1		21	31
Sunset Prairie.....	111	R	12	5		17	40
Pouce Coupé East (Est).....	112	R	14	9		23	35
Taylor's Flats.....	113	R	8	10		18	41
Pine River.....	114	R	7	11		18	54
115 Mile House.....	115	R	12	16		28	45
127 ".....	116	R	9	2		11	14
150 ".....	117	R	32	27		59	73
Upper Hat Creek.....	118	R	18	1		19	22
Quesnel.....	119	R	197	90		287	488
Chezacut.....	120	R	8	0		8	17
Redstone.....	121	R	11	3		14	50
Riske Creek.....	122	R	20	2		22	22
Soda Creek.....	123	R	41	12		53	87
Springhouse.....	124	R	18	24		42	78
Willowford.....	125	R	9	10		19	28
Cottonwood.....	126	R	13	1		14	19
Tatla Lake.....	127	R	2	2		4	10
Stanley.....	128	R	4	2		6	17
Meldrum.....	129	R	1	5		6	17
Strathnaver.....	130	R	18	6		24	46
Black Creek.....	131	R	3	3		6	14
Castle Rock.....	132	R	12	5		17	21
Heywood's Corner.....	133	R	9	30		39	45
Falkland.....	134	R	33	51	1	85	100
Likely.....	135	R	50	21		71	142
Tranquille.....	136	R	35	78		113	118
Rose Lake.....	137	R	11	5		16	22
Roe Lake.....	138	R	8	1	1	10	17
Craigellachie.....	139	R	14	13		27	30
Malakwa.....	140	R	35	34		69	79
Solsqua.....	141	R	15	16		31	40
Taft.....	142	R	4	14		18	21
Bowie.....	143	R	6	6		12	14
Vanderhoof.....	144	R	77	43		120	120
".....	144	R	52	56		108	152
Fort Fraser.....	145	R	64	49		113	175
Fraser Lake.....	146	R	42	48	1	91	97
Mapes.....	147	R	38	13		51	77
Fort St. James.....	148	R	21	13		34	51
Nechaco.....	149	R	10	17		27	35
Chilco.....	150	R	17	7		24	39
Finmore.....	151	R	16	8		24	30
Hulatt.....	152	R	12	11		23	35
Patchett's.....	153	R	1	15		16	21
Weber Lake.....	154	R	8	1		9	15
François East (Est).....	155	R	17	5		22	29
Punchezacut.....	156	R	5	1		6	12
Ashcroft.....	156	R	155	96		251	337
Lower Nicola.....	157	R	40	27	1	67	67
Cache Creek.....	158	R	16	1		17	26
Aspen Grove.....	159	R	15	18		33	53
Boston Bar.....	160	R	9	42		51	54
Brookmere.....	161	R	8	21		29	50
Canford.....	162	R	14	16		30	42
Mazama.....	163	R	6	1		7	25
Douglas Lake.....	164	R	16	3	1	20	33
Keefers.....	165	R	6	13		19	24
Lytton.....	166	R	119	52	3	174	238
Mamette Lake.....	167	R	4	15		19	21
Merritt.....	168	R	77	156		233	291
".....	168	R	93	140	1	234	280
".....	168	R	64	179		243	298



CARIBOO—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Anderson Fraser	Joseph Graham			
Nicola.....	169	R	35	23		58	61
North Bend.....	170	R	47	80		127	183
Spences Bridge.....	172	R	16	42		58	70
Spuzzum.....	173	R	11	0		20	28
Quilchena.....	175	R	14	14		28	41
Bridge Lake.....	178	R	20	4		24	27
Canin Lake.....	179	R	0	8		8	11
Dog Creek.....	180	R	16	5		21	25
Fawn.....	181	R	22	17		39	70
Forest Grove.....	182	R	10	18		28	41
Gang Ranch.....	183	R	24	3		27	40
Hanceville.....	184	R	24	0		33	47
Horsefly.....	185	R	25	13	3	41	78
Kersley.....	187	R	14	15		29	35
100 Mile House.....	189	R	26	4		30	56
Prince George.....	190	R	122	104	1	227	335
“.....	190	R	99	77	2	178	298
“.....	190	R	120	98	5	223	342
“.....	190	R	110	84		194	335
“.....	190	R	91	82	1	174	286
Advance (Provi- soire).....		R	10	34		44	
McBride.....	191	R	61	76	1	138	233
Aleza Lake.....	192	R	28	59		87	107
Dewey.....	193	R	7	18		25	54
Dome Creek.....	194	R	16	23		39	53
Giscome.....	195	R	85	56		141	180
Summit Lake.....	196	R	7	0		13	22
Hutton.....	197	R	21	14	1	36	46
Ile de Pierre.....	198	R	16	14		30	62
Mud River.....	200	R	13	8		21	22
Newlands.....	201	R	34	26		60	86
Penny.....	203	R	24	11		35	42
Finlay Forks.....	204	R	10	0		10	28
Willow River.....	205	R	7	20		27	42
Woodpecker.....	206	R	8	19		27	29
Dunster.....	207	R	15	20		35	58
Croydon.....	208	R	8	17		25	26
Shere.....	209	R	17	17		34	49
Beaverley.....	210	R	0	7	1	14	14
Bednestie.....	211	R	7	4		11	12
Taber Creek.....	213	R	21	21		42	58
Salmon Valley.....	214	R	6	17		23	34
Shelley.....	215	R	21	30	1	52	79
Stone Creek.....	216	R	0	18		27	31
Red Pass.....	218	R	5	35	2	42	45
Chief Lake.....	219	R	10	18	1	29	39
Trapp Lake.....	221	R	11	19	1	31	35
Campbell Meadows.....	222	R	18	5		23	34
McMurphy.....	223	R	0	13		13	16
Yankee Flats.....	224	R	10	5		15	25
Albreda.....	225	R	1	21		22	21
Stuart River.....	227	R	5	4		9	13
Narrows.....	228	R	28	3		31	37
Myren's Siding.....	229	R	20	13		33	79
Cottonwood Flats.....	230	R	12	2		14	25
Longworth.....	231	R	8	42		50	81
Mount Robson.....	232	R	0	10		19	27
Snowshoe.....	233	R	16	21	1	38	83
Blackwater.....	234	R	16	4		20	20
Dragon Lake.....	235	R	29	1		30	31
Keithley Creek.....	237	R	21	7		28	29
Marguerite.....	238	R	14	16		30	51
Six Mile Lake.....	240	R	11	0		11	44

CARIBOO—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Anderson Fraser	Joseph Graham			
Owl Creek.....	241	R	20	6	.....	26	40
B. C. Electric Ry. (Shalalth)...	242	R	15	6	.....	21	34
Australian.....	243	R	2	12	.....	14	17
Antler Creek.....	244	R	13	12	.....	25	26
Hansard.....	245	R	29	18	.....	47	63
Cinema.....	246	R	5	2	1	8	23
Twenty Mile Creek.....	247	R	8	0	.....	8	15
Totals—Totaux.....	253	.....	7,200	6,386	57	13,643	19,262

Majority for } John Anderson Fraser, 814.  
Majorité pour }



## COMOX-ALBERNI

Population—1921, 21,378

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urban ou rural	Alan Webster Neill	Donald Robert MacDonald	John Edward Armishaw			
Port Alice.....	1	R	77	44	2		123	172
Consolidated Copper Co. Mine.....	2	R	5	10	4		19	24
Quatsino.....	3	R	54	22	2	1	79	119
West Arm Quatsino Sound.....	4	R	35	2	1	1	39	71
Ronning's House.....	5	R	19	1	0		20	35
Cape Scott.....	6	R	12	2	0		14	37
Kyuquot.....	7	R	11	1	0		12	23
Cachalot.....	8	R	26	15	0	1	42	54
Estevan.....	9	R	14	1	1		16	19
Ahousat.....	10	R	31	12	2		45	54
Tofino.....	11	R	77	25	2		104	130
Ucluelet.....	12	R	34	17	2		53	57
Nootka.....	13	R	9	15	0		24	35
Bamfield.....	14	R	56	12	3		71	91
Pachena.....	15	R	8	0	0		8	10
Kildonan.....	16	R	39	20	0		59	85
Port Alberni.....	17	R	132	55	5	2	194	888
“.....	17A	R	172	85	6	1	264	
“.....	17B	R	121	48	4		173	
Alberni.....	18	R	154	66	0		220	261
“.....	18B	R	133	65	0		198	243
Great Central Lake.....	19	R	44	20	1		65	77
Bainbridge.....	20	R	54	24	2	1	81	110
Hilliers.....	21	R	40	24	5	2	71	87
Coombs.....	22	R	24	58	7	2	91	119
Errington.....	23	R	32	72	0		104	129
Parksville.....	24	R	66	143	3		212	238
Nanoose Bay.....	25	R	72	32	4		108	123
Lantzville.....	26	R	72	2	2	1	77	151
Wellington.....	27	R	138	60	4	4	206	295
Qualicum Beach.....	28	R	96	57	1	1	155	180
Little Qualicum.....	29	R	44	13	0		57	71
Bousier.....	30	R	51	29	0		80	97
Morne Lake.....	31	R	19	22	0		41	55
Fanny Bay.....	32	R	45	31	0		76	91
Union Bay.....	33	R	107	63	8		178	215
Royston.....	34	R	26	49	1		76	98
Minto.....	35	R	40	44	3		87	117
Cumberland.....	36A	R	149	73	1	7	230	288
“.....	36B	R	151	96	6	3	256	293
“.....	36C	R	151	93	6	1	251	292
Bevan.....	37	R	32	38	4		74	83
Courtenay.....	38A	R	134	121	2		257	318
“.....	38B	R	127	100	1		228	288
“.....	38C	R	148	124	1	1	274	300
Comox.....	39	R	71	112	0		183	210
Lazo.....	40	R	56	40	0		96	106
Grantham.....	41	R	29	44	1		74	88
Merville.....	42	R	31	67	0		98	104
Headquarters.....	43	R	54	24	0		78	118
Northy's Lake.....	44	R	35	21	1	3	60	77
Oyster River.....	45	R	3	15	0		18	22
Campbell River.....	46	R	52	52	6		110	146
Seymour Narrows.....	47	R	26	23	3		52	69
Menzies Bay.....	48	R	45	18	16		79	99
Trout Lake.....	49	R	61	34	1	3	99	135
Rock Bay.....	50	R	32	27	7		66	83
Sayward Wharf.....	51	R	23	5	2		30	33
“ Valley.....	52	R	34	21	16		71	87
Englewood Camp 4.....	53	R	14	10	5		29	57
Englewood.....	54	R	45	19	2		66	93
Port Hardy.....	55	R	11	50	2		63	89
Shushartie.....	56	R	16	14	0		30	34
Whaletown.....	57	R	29	9	1		39	51

COMOX-ALBERNI—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alan Webster Neill	Donald Robert MacDonald	John Edward Armishaw			
Manson's Landing.....	58	R	15	25	0		40	66
Squirrel Cove.....	59	R	17	7	1		25	48
Granite Bay.....	60	R	13	9	0		22	27
Wyatt Bay.....	61	R	6	6	1		13	23
Bold Point.....	62	R	12	2	0		14	19
Heriot Bay.....	63	R	10	29	0		39	57
Quathiaski Cove.....	64	R	54	68	4		126	133
Surge Narrows.....	65	R	20	8	0		28	38
Blubber Bay.....	66	R	48	15	1		64	78
Vananda.....	67	R	72	26	13		111	143
False Bay.....	68	R	22	0	0		22	31
Tucker Bay.....	69	R	20	9	0		29	44
Hornby Island.....	70	R	33	15	0	1	49	66
Denman Island.....	71	R	91	31	1		123	147
Savary Island.....	72	R	9	2	0		11	16
Seaford.....	73	R	12	2	0	1	15	35
Hegate Channel.....	74	R	21	33	0	1	55	62
San Mateo.....	75	R	24	5	1	1	31	56
Sydney Inlet.....	76	R	14	12	0		26	29
Sechart.....	77	R	21	7	0		28	35
Englewood Camp 8.....	78	R	25	9	4		38	53
Totals—Totaux.....	85		4,307	2,831	185	39	7,362	9,430

Majority for } Alan Webster Neill over (sur) Donald Robert MacDonald, 1,476  
Majorité pour } John Edward Armishaw, 4,122.



## FRASER VALLEY

Population—1921, 28,811

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Harry James Barber	Elihu Manuel			
Abbotsford.....	1	R	148	65	2	215	779
“.....	1A	R	122	62	1	184	
“.....	1B	R	141	57	1	199	
Aberdeen.....	2	R	25	31	2	58	62
Agassiz.....	3	R	129	73	.....	202	423
“.....	3A	R	96	72	.....	165	
Albion.....	4	R	73	34	.....	107	155
Alvin.....	5	R	13	5	.....	18	24
Atchelitz.....	6	R	73	47	3	123	322
“.....	6A	R	53	61	.....	119	
Bradner.....	7	R	61	57	.....	118	173
Burquitlam.....	8	R	90	34	.....	124	226
Cheam.....	9	R	91	100	.....	191	243
Cheam View.....	10	R	13	5	.....	18	22
Chilliwack.....	11	R	96	60	1	157	1,633
“.....	11A	R	119	81	.....	200	
“.....	11B	R	124	84	.....	208	
“.....	11C	R	120	106	1	227	
“.....	11D	R	118	86	.....	204	
“.....	11E	R	71	68	1	140	
“.....	11F	R	85	38	2	125	148
Clayburn.....	12	R	64	60	5	129	
Columbia Valley.....	13	R	45	16	.....	61	77
Deroche.....	14	R	68	42	.....	110	121
Dewdney.....	15	R	79	62	.....	141	181
Durieu.....	16	R	70	37	.....	107	127
East Chilliwack.....	17	R	132	78	.....	210	235
Essondale.....	18	R	86	41	1	128	164
Fairfield.....	19	R	87	31	.....	118	180
Flood.....	20	R	14	7	.....	21	37
Harrison Hot Springs.....	21	R	34	37	1	72	84
Harrison Mills.....	22	R	27	47	.....	74	97
Hatzic.....	23	R	113	40	.....	153	245
Hope.....	24	R	129	50	.....	179	271
Huntingdon.....	25	R	57	21	1	79	108
Ioco.....	26	R	126	78	.....	204	261
Lake Buntzen.....	27	R	21	9	4	34	44
Lear.....	28	R	13	21	.....	34	49
Maillardville.....	29	R	71	160	1	232	617
“.....	29A	R	58	170	1	229	
Maple Ridge.....	30	R	118	32	.....	150	217
Marsh Landing.....	31	R	8	14	.....	22	41
Matsqui.....	32	R	54	77	.....	131	325
“.....	32A	R	53	70	1	124	
Mission City (Cité).....	33	R	108	72	2	182	
“.....	33A	R	113	54	4	171	915
“.....	33B	R	90	77	3	170	
“.....	33C	R	88	42	.....	130	
Mt. Lehman North (Nord).....	34	R	78	48	.....	126	179
“..... South (Sud).....	35	R	15	11	.....	26	40
Nicomen School.....	36	R	35	36	.....	71	89
Parsons Hill.....	37	R	27	12	.....	39	55
Peardonville.....	38	R	19	42	.....	61	77
Pitt Meadows.....	39	R	82	83	1	166	233
Popkum.....	40	R	20	15	.....	35	42
Port Coquitlam.....	41	R	85	87	.....	172	785
“.....	41A	R	95	41	.....	136	
“.....	41B	R	93	67	2	162	
Port Hammond.....	42	R	78	35	.....	113	325
“.....	42A	R	104	41	.....	145	
Port Haney.....	43	R	115	38	.....	153	704
“.....	43A	R	146	41	.....	187	
“.....	43B	R	100	40	4	144	

## FRASER VALLEY—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Harry James Barber	Elihu Manuel			
Port Moody.....	44	R	101	71	2	174	512
“.....	44A	R	105	51	1	157	
Rosedale.....	45	R	92	84		176	414
“.....	45A	R	85	85	1	171	
Ruby Creek.....	46	R	9	10		19	24
Ruskin.....	47	R	37	31		68	88
Sardis.....	48	R	152	60		212	617
“.....	48A	R	110	66	1	177	
“.....	48B	R	75	39		114	
Silverdale.....	49	R	29	30		59	86
Silver Valley.....	50	R	16	14		30	63
Stave Falls.....	51	R	73	12	2	87	106
Steelhead.....	52	R	29	26		55	81
St-Elmo.....	53	R	43	18		61	69
Sumas Mountain.....	54	R	55	42		97	120
Sunnyside.....	55	R	28	16	1	45	57
Upper Sumas.....	56	R	54	23		77	108
Webster's Corners.....	57	R	55	23		78	131
Whonnock.....	58	R	89	45		134	169
Yale.....	59	R	28	27		55	65
Yarrow.....	60	R	39	22		61	79
Yennadon.....	61	R	32	14		46	80
Totals—Totaux.....	85	.....	6,217	4,117	52	10,386	14,004

Majority for  
Majorité pour } Harry James Barber, 2,100.



## KOOTENAY, EAST (EST).

Population—1921, 19, 137

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No	Urban or rural — Urbain ou rural	Hon. James Horace King	John Wesley Rutledge	James Sims			
Field.....	1	R	78	75	38		191	227
Leancoil.....	2	R	2	3	1		6	12
Golden.....	3	R	147	96	2	4	249	277
“.....	3A	R	127	75	9		211	276
Moberly.....	4	R	12	8	1		21	24
Ford.....	5	R	13	3	1		17	27
Donald.....	6	R	15	6	0		21	24
Beavermouth.....	7	R	7	6	1		14	20
Six-Mile Creek.....	8	R	9	1	0		10	12
Parson.....	9	R	20	16	0		36	37
McMurdo.....	10	R	22	17	2		41	56
Galena.....	11	R	13	20	0		33	48
Brisco.....	12	R	19	22	3		44	55
Castledale.....	13	R	16	16	0	1	33	49
Edgewater.....	14	R	2	8	0		10	11
Radium.....	15	R	26	14	3	1	44	50
Atholmer.....	16	R	29	27	2		58	63
Wilmer.....	17	R	45	51	3	1	100	106
Invermere.....	18	R	69	40	16	1	132	160
Widmerere.....	19	R	23	43	0		66	71
Fairmont Springs.....	20	R	0	4	1		5	12
Canal Flats.....	21	R	6	9	6		21	22
Wasa.....	22	R	11	17	2	1	31	37
Fort Steele.....	23	R	56	77	3	1	137	178
Mayook.....	24	R	10	9	0		19	22
Wardner.....	25	R	51	40	26		117	159
Waldo.....	26	R	31	28	31	3	93	118
Newgate.....	27	R	5	15	0		20	22
Lumberton.....	28	R	56	69	7		132	134
Camp 2 B. C. Spruce.....	29	R	51	20	7	2	80	92
Moyie.....	30	R	62	58	7		127	147
Yahk.....	31	R	68	61	19	2	150	170
Kingsgate.....	32	R	14	14	4		32	38
Meadow Lake.....	33	R	5	63	6		74	77
Cranbrook, Advance (Provi- soire).....		U	16	13	62		91	.....
Cranbrook.....	1	34	89	88	22	2	201	262
“.....	2	34	68	51	17	1	137	203
“.....	3	34	118	115	31	2	266	400
“.....	4	34	78	63	22		163	211
“.....	5	34	84	88	22	2	196	275
“.....	6	34	85	82	33	1	201	285
“.....	7	34	136	117	44	1	298	397
Wycliffe.....	35	R	63	53	0		116	125
Marysville.....	36	R	31	25	0		56	60
Kimberley.....	1	37	84	103	10		197	243
“.....	2	37	111	74	10	5	200	250
“.....	3	37	74	37	9		120	154
“.....	4	37	116	70	17	4	207	247
“.....	5	37	107	55	3	2	167	202
Concentrator.....	38	U	69	56	11	2	138	177
Sullivan Mine Hill.....	39	U	58	24	15	2	99	142
Ta-Ta Creek.....	40	R	44	19	0		63	85
Staples.....	41	R	5	9	1		15	15
Flagstone.....	42	R	6	21	2		29	51
Fernie.....	1	43	99	103	50		252	293
“.....	2	43	106	84	47	4	241	281
“.....	3	43	96	91	62	5	254	388
“.....	4	43	92	82	57	3	234	329
“.....	5	43	98	91	77		266	326
West Fernie.....	44	U	62	84	104	6	256	264
Baynes Lake.....	45	R	6	22	11		39	44
Jaffray.....	46	R	26	24	6		56	83

KOOTENAY, EAST (EST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. James Horace King	John Wesley Rutledge	James Sims			
Bull River.....	47	R	60	48	21	.....	129	167
Harmer's.....	48	R	14	35	4	.....	53	61
Hosmer.....	50	R	29	12	2	.....	43	51
Elko.....	51	R	30	40	6	.....	76	94
Grassmere.....	52	R	8	38	2	1	49	59
New Michel.....	53	R	46	98	97	.....	241	284
Michel.....	54	R	56	73	103	3	235	239
".....	54	R	24	62	80	.....	166	176
Crow's Nest.....	55	R	17	8	12	.....	37	41
Coal Creek.....	56	R	47	42	125	2	216	248
Corbin.....	57	R	48	27	44	2	121	146
White Sulphur.....	59	R	21	8	2	.....	31	41
Totals—Totaux.....	74	.....	3,547	3,272	1,444	67	8,330	10,232

Majority for } Honourable James Horace King over (sur) { John Wesley Rutledge, 275  
Majorité pour } James Sims, 2,103.



## KOOTENAY WEST (OUEST)

Population—1921, 30,502

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Kemble Esling	Robert Henry Gale			
Revelstoke.....	1	U	81	76	.....	157	220
".....	2	U	83	104	.....	192	267
".....	3	U	102	91	4	197	293
".....	4	U	113	116	.....	229	311
".....	5	U	86	128	.....	214	306
".....	6	U	96	76	.....	172	247
".....	7	U	46	36	.....	82	125
Advance (Provisoire).....		U	41	71	2	114	
Nelson.....	8	U	120	97	3	220	306
".....	9	U	111	93	.....	204	281
".....	10	U	97	115	3	215	300
".....	11	U	121	91	4	216	287
".....	12	U	128	105	.....	233	308
".....	13	U	99	110	.....	209	299
".....	14	U	107	110	1	218	290
".....	15	U	111	113	2	226	291
".....	16	U	101	83	1	185	273
".....	16A	U	121	91	1	213	307
Advance (Provisoire).....		U	29	25	.....	54	
Tadanac.....	17	U	59	34	.....	93	126
Trail.....	18	U	43	25	.....	68	92
".....	19	U	75	64	.....	139	220
".....	20	U	49	50	1	100	170
".....	21	U	58	58	.....	116	164
".....	22	U	86	88	.....	174	242
".....	23	U	66	69	2	137	196
".....	24	U	45	54	1	100	140
".....	18A	U	64	76	.....	140	239
".....	19A	U	53	57	.....	110	157
".....	20A	U	95	100	1	196	287
".....	21A	U	40	57	1	98	142
".....	22A	U	77	85	.....	162	236
".....	23A	U	115	90	1	206	305
".....	24A	U	66	71	.....	137	219
Boswell.....	27	R	35	15	.....	50	56
Sirdar.....	28	R	27	13	.....	40	53
Creston.....	29	R	127	77	3	207	254
".....	30	R	141	61	1	203	256
Camp Lister.....	31	R	38	18	.....	56	98
Reclamation Farm.....	32	R	16	12	.....	28	35
Erickson.....	33	R	45	50	1	96	108
Wynndel.....	34	R	59	54	.....	113	160
Canyon.....	35	R	70	19	.....	89	124
Kitchener.....	36	R	62	24	.....	86	120
Gray Creek.....	37	R	14	7	.....	21	25
Queen's Bay.....	38	R	19	5	.....	24	28
Balfour.....	39	R	37	5	.....	42	64
Proctor.....	40	R	79	23	.....	102	131
Harrop.....	41	R	58	18	.....	76	95
Kokanee.....	42	R	15	3	.....	18	23
Willow Point.....	43	R	94	21	.....	115	136
Shirley.....	44	R	19	28	1	48	63
Granite Mill.....	45	R	28	53	1	82	106
South Slocan.....	46	R	34	38	1	73	85
Slocan Park.....	47	R	11	12	.....	23	30
Crescent Valley.....	48	R	7	21	1	29	30
Thrms.....	49	R	19	8	.....	27	32
Syringa Creek.....	50	R	11	0	.....	11	20
Robson.....	51	R	32	16	.....	48	54
Salmo.....	52	R	79	60	.....	139	174
Benton Spur.....	53	R	22	7	.....	29	36
Erie.....	54	R	17	10	.....	27	32
Fruitvale.....	55	R	74	19	.....	93	117
Columbia Gardens.....	56	R	8	5	.....	13	19
Waneta.....	57	R	19	6	.....	25	25
Pend d'Oreille.....	58	R	14	2	.....	16	28

## KOOTENAY WEST (OUEST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Kemble Esling	Robert Henry Gale			
Ymir.....	59	R	28	56	2	86	90
Crawford Bay.....	61	R	36	29		65	86
Kootenay Bay.....	62	R	20	2		22	22
Ainsworth.....	63	R	14	32		46	56
Mirror Lake.....	64	R	11	9		20	23
Riondel.....	65	R	30	20		50	54
Johnson's Landing.....	66	R	2	6		8	12
Kaslo.....	67	R	102	93	1	196	473
".....	68	R	83	88	3	174	
Lardo.....	69	R	8	17		25	30
Howser.....	70	R	16	11		27	32
Poplar.....	71	R	3	10		13	15
Gerrard.....	72	R	7	3		10	14
Trout Lake.....	73	R	12	8		20	22
Ferguson.....	74	R	7	12		19	22
Argenta.....	75	R	2	5		7	14
Whitewater.....	76	R	5	11		16	18
Sandon.....	77	R	92	94	1	187	222
Three Forks.....	78	R	9	13		22	28
Rosebery.....	79	R	14	15		29	32
Silverton.....	80	R	71	50		127	140
New Denver.....	81	R	107	71	1	179	199
Slocan.....	82	R	101	52		153	183
Winlaw.....	83	R	29	39	1	69	88
Passmore.....	84	R	30	19		49	51
Perry Siding.....	85	R	27	19		46	55
Appledale.....	86	R	27	24	1	52	75
Brouse.....	87	R	15	15		30	31
Bonnington.....	88	R	44	22		66	89
Burton.....	89	R	57	44		101	117
Arrow Park.....	90	R	26	23		49	61
East Arrow Park.....	91	R	18	12		30	49
Needles.....	92	R	36	15		51	54
Fauquier.....	93	R	20	10		30	38
Graham's Landing.....	94	R	5	14		19	19
Renata.....	95	R	35	15		50	64
Deer Park.....	96	R	17	10		27	43
Edgewood.....	97	R	77	40		117	143
West Demars.....	98	R	4	9		13	23
Albert Canyon.....	99	R	16	9		25	33
Arrowhead.....	100	R	40	41		81	90
Beaton.....	101	R	26	13		39	52
Big Eddy.....	102	R	22	14		36	42
Camborne.....	103	R	10	10		20	22
Galena Bay.....	104	R	6	10		16	20
Glacier.....	105	R	14	24		38	45
Hall's Landing.....	106	R	17	16		33	38
Seven Mile Camp.....	107	R	51	22		73	77
Sproat.....	108	R	13	11		24	28
Wigwam.....	109	R	11	1		12	13
Sheep Creek.....	110	R	6	0		6	10
Annable.....	111	R	18	5		23	23
Castlegar.....	112	R	54	52		106	106
Rossland.....	113	R	133	139		272	330
".....	114	R	141	115	3	259	339
".....	115	R	128	126		254	304
Nakusp.....	118	R	126	114		240	260
".....	119	R	44	64	1	109	122
Haleyon.....	121	R	0	4		4	7
Summit.....	122	R	5	5	1	11	17
Totals—Totaux.....	126		6,247	5,257	52	11,556	15,072

Majority for } William Kemble Esling, 990.  
Majorité pour }



## NANAIMO

Population—1921, 48,010

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Herbert Dickie	Cornelius Hawkins O'Halloran			
Cassidy.....	1	R	94	71		165	298
Chemainus..... A-K	2	R	106	61		167	209
"..... L-Z	2	R	79	73		152	183
Cottonwood Creek.....	3	R	25	30		55	82
Cowichan Lake.....	4	R	66	83	1	150	239
" Station..... A-L	5	R	81	25	1	107	153
"..... M-Z	5	R	88	11	1	100	167
Crofton.....	6	R	58	12		70	89
Duncan..... A-B	7	R	118	18	1	137	213
"..... C-D	7	R	147	28		175	259
"..... E-G	7	R	127	32		159	215
"..... H-L	7	R	161	32	3	196	284
"..... M-P	7	R	162	46	1	209	288
"..... Q-S	7	R	126	26		152	217
"..... T-Z	7	R	106	37		143	220
Extension.....	8	R	69	55		124	226
Ladysmith..... A-C	9	R	80	48		137	245
"..... D G	9	R	65	62	2	129	205
"..... H K	9	R	57	44	1	107	193
"..... L M	9	R	56	47		103	231
"..... N-R	9	R	64	37		101	182
"..... S-Z	9	R	112	45		157	286
Northfield.....	10	R	97	50	2	149	184
South Cedar.....	11	R	117	34		151	234
South Wellington.....	12	R	96	43		139	333
Somenos.....	13	R	124	15	1	140	217
Westholme.....	14	R	80	9		89	118
Coffe Hill—Hillbank..... A-L	15	R	80	48	2	130	207
"..... M-Z	15	R	81	25	2	108	162
Esquimalt..... A-B	16	U	150	39		189	271
"..... C-D	16	U	107	39		146	223
"..... E-HA	16	U	116	49	1	166	255
"..... Hb-L	16	U	116	50		166	272
"..... M-Mac-Mc	16	U	85	52		137	217
"..... N-Rh	16	U	106	47	3	156	219
"..... Ri-Sm	16	U	93	41		134	200
"..... So-Wall	16	U	82	37		119	178
"..... Wals-Z	16	U	82	37		119	178
Bamberton.....	17	R	41	25		66	84
Clooose.....	18	R	15	10	1	26	29
Colwood.....	19	R	134	24	1	159	243
East Sooke.....	20	R	19	5		24	34
Jordan River.....	21	R	63	29	4	96	119
Langford.....	22	R	96	57	1	154	196
Luxton.....	23	R	40	29		69	109
Metchosin.....	24	R	140	48		188	261
Otter Point.....	25	R	22	7	1	30	70
Port Renfrew.....	26	R	36	10	1	47	84
Shawinigan Lake.....	27	R	132	56	1	189	268
West Sooke.....	28	R	134	67		201	271
Nanaimo City (Cité)							
" North Ward (Quartier Nord)..... A-C	29	U	94	37		131	245
"..... D-J	29	U	80	75	5	160	293
"..... K-Q	29	U	80	48		128	255
"..... R-Z	29	U	114	53		167	283
" Centre Ward (Quartier)..... A-C	30	U	88	74	4	166	291
"..... D-G	30	U	54	44		98	179
"..... H-K	30	U	66	34	3	103	197
"..... L-M	30	U	67	61	2	130	226
"..... N-R	30	U	61	54		115	199
"..... S-Z	30	U	61	46	2	109	221

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Herbert Dickie	Cornelius Hawkins O'Halloran			
Nanaimo South Ward (Quartier sud)	A-C	31	U	56	70	126	266
" " " "	D-H	31	U	51	81	132	290
" " " "	J-M	31	U	41	51	92	222
" " " "	N-R	31	U	29	52	81	169
" " " "	S-Z	31	U	49	68	117	277
Brechin		32	R	90	76	1	167
Chase River		33	R	79	118	15	212
Five Acres	A-J	34	R	92	75		167
" " " "	K-Z	34	R	60	92	8	160
Saanich Ward (Quartier)	1. A-L	35	R	124	45	1	170
" " " "	M-Z	35	R	121	92		213
" " " "	2 A-E	36	R	121	76		197
" " " "	F-K	36	R	99	76		175
" " " "	L-Q	36	R	90	80		170
" " " "	R-Z	36	R	132	50		182
" " " "	3 A-L	37	R	105	39		144
" " " "	M-Z	37	R	133	46		179
" " " "	4 A-D	38	R	77	49		126
" " " "	E-I	38	R	99	29		128
" " " "	J-Q	38	R	99	56		155
" " " "	R-Z	38	R	97	37		134
" " " "	5 A-L	39	R	117	59	1	177
" " " "	M-Z	39	R	117	37		154
" " " "	6 A-L	40	R	167	46	1	214
" " " "	M-Z	40	R	160	66		226
" " " "	7 A-E	41	R	120	74	1	195
" " " "	F-K	41	R	95	70		165
" " " "	L-Q	41	R	96	73		169
" " " "	R-Z	41	R	107	83		190
Oak Bay Ward (Quartier)	8 A-C	42	U	155	48	1	204
" " " "	D-H	42	U	159	50	1	210
" " " "	I-M	42	U	91	50		141
" " " "	Mc Mac-R	42	U	105	34		139
" " " "	S-Z	42	U	131	32		163
" " " "	9 A-E	43	U	117	53	1	171
" " " "	F-K	43	U	127	29		156
" " " "	L-P	43	U	103	59		162
" " " "	Q-Z	43	U	118	49		167
Deep Cove		44	R	106	23		129
Galiano Island		45	R	47	11		58
Gauges		46	R	132	97		229
James Island		47	R	60	46	5	111
Mayne Island		48	R	55	12		67
Musgrave's Landing		49	R	13	0	1	14
North Gabriola		50	R	35	21		56
North Galiano		51	R	14	6		20
North Pender		52	R	76	27		103
North Salt Spring		53	R	76	24		100
Retreat Cove		54	R	5	1		6
Saturna Island		55	R	21	5	1	27
Sidney	A-F	56	R	105	57	2	164
" " " "	G-M	56	R	112	68		180
" " " "	N-Z	56	R	122	68	1	191
South Gabriola		57	R	36	34		70
South Pender		58	R	21	0		21
South Salt Spring		59	R	79	35	4	118
Thetis		60	R	16	7	1	24

**Majority for  
Majorité pour** } **Charles Herbert Dickie, 5,190.**



## NEW WESTMINSTER

Population—1921, 45,982

[illegible]

## NEW WESTMINSTER—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Garland McQuarrie	Charles Cair Knight	William Arthur Pritchard			
Riverway East (Est).....	18	R	42	28	56	4	130	188
“ “.....	18A	R	43	26	53		122	190
Jubilee.....	19	R	74	43	31		148	243
“ “.....	20	R	89	45	32		166	234
“ “.....	20A	R	61	30	56		147	231
“ “.....	20B	R	62	51	42		155	240
Royal Oak.....	21	R	62	33	34		129	227
“ “.....	21A	R	48	37	41		126	211
“ “.....	21B	R	53	46	42		141	243
Burnaby Lake.....	22	R	84	60	28		172	
“ “.....	23	R	61	63	21	3	148	610
“ “.....	23A	R	48	59	13		120	
Edmonds.....	24	R	89	95	30	1	215	288
“ “.....	25	R	96	84	38	2	220	312
“ “.....	25	R	87	87	40		214	288
“ “.....	26A	R	77	71	36		184	237
East Burnaby.....	27	R	78	80	62		220	
“ “.....	28	R	81	58	48		187	788
“ “.....	28A	R	83	54	68		205	
Buena Vista.....	29	R	29	22	18		69	105
Burquitlam.....	30	R	36	35	8		79	105
Lozells.....	31	R	25	16	6		47	72
Barner.....	32	R	43	20	11		74	105
Capitol Hill.....	33	R	63	27	63		153	229
“ “.....	34	R	51	22	70	1	144	202
“ “.....	34A	R	57	32	68	1	158	225
West Langley.....	35	R	96	11	19		126	163
Fort Langley.....	36	R	91	84	18	1	194	225
Milner.....	37	R	85	26	20		131	173
“ “.....	37A	R	67	32	16		115	168
Sperling.....	38	R	68	28	4		100	166
Glen Valley.....	39	R	22	26	3		51	94
Beaver River Mills.....	40	R	33	21	7		61	86
Aldergrove.....	41	R	51	25	3		79	111
Otter.....	42	R	73	34	16		123	178
Murrayville.....	43	R	92	27	3		122	
“ “.....	43A	R	62	29	7		98	302
Langley Prairie.....	44	R	79	42	4		125	177
“ “.....	44A	R	90	28	5	1	124	183
Fern Ridge.....	45	R	20	33	12		65	82
Lochiel.....	46	R	27	14	10		51	68
Patricia.....	47	R	44	18	6		68	92
South Westminster.....	48	R	29	62	27		118	187
“ “.....	48A	R	21	62	23		106	197
Port Mann.....	49	R	19	33	45		97	141
Tynehead.....	50	R	37	32	35		104	123
Barnston Island.....	51	R	28	13	2		43	56
Port Kells.....	52	R	71	32	31		134	162
Clayton.....	53	R	73	72	28	1	174	224
Cloverdale.....	54	R	112	60	8		180	232
“ “.....	54A	R	83	58	12		153	219
“ “.....	54B	R	72	25	13		110	137
Sullivan.....	55	R	86	30	21		143	180
Newton.....	56	R	70	43	54		167	260
Strawberry Hill.....	57	R	66	45	58		169	264
Mud Bay.....	58	R	35	48	3	4	90	137
Kensington Prairie.....	59	R	67	39	16		122	171
Hazelmere.....	60	R	41	24	14		79	105
Hall's Prairie.....	61	R	48	32	18		98	133
Douglas.....	62	R	44	25	1		70	116
White Rock.....	63	R	105	50	6		161	458
“ “.....	64	R	108	45	2		155	
Crescent.....	65	R	32	14	16		62	94



## NEW WESTMINSTER—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Garland McQuarrie	Charles Cair Knight	William Arthur Pritchard			
Sunbury.....	66	R	19	53	9	.....	86	105
East Delta.....	67	R	69	43	1	.....	113	145
Boundary Bay.....	68	R	43	29	2	.....	74	102
Westham Island.....	69	R	74	38	2	.....	114	178
Ladner.....	70	R	101	67	4	.....	172	229
".....	71	R	103	54	0	.....	162	221
".....	71A	R	91	36	8	.....	135	194
New Westminster, Advance (Provisoire).....		U	5	5	1	.....	11	
Totals—Totaux.....	128	.....	8,624	6,384	3,533	68	18,609	25,848

Majority for } William Garland McQuarrie over (sur) { Charles Cair Knight, 2,240.  
Majorité pour } William Arthur Pritchard, 5,091.

## SKEENA

Population—1921 28,934

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Charles Brady	Alfred Stork			
Alice Arm.....	1	R	60	48		108	132
Aliford Bay.....	1A	R	22	4		26	44
Allison Harbour.....	2	R	31	4		35	56
Aiyansh.....	3	R	14	7		21	24
Atlin.....	4	R	58	80		138	161
Anyox Beach.....	5	R	134	116	4	254	348
" Mine.....	5A	R	132	135	5	272	411
" Mine.....	6	R	75	87		162	222
Babine.....	7	R	8	5		14	18
B. C. Silver Mine.....	8	R	26	16		42	47
Bella Bella.....	9	R	34	14		48	66
Bella Coola.....	10	R	102	39		141	176
Burns Lake.....	11	R	53	81		134	201
Butedale.....	12	R	68	17		85	114
Cassiar Cannery.....	13	R	8	12		20	45
Cedarvale.....	14	R	13	21		34	43
Claxton Cannery.....	15	R	15	4		19	30
Colleymount.....	16	R	10	5		15	46
Doreen.....	17	R	7	12		19	20
Dunwell Mine.....	18	R	23	10		33	34
Duthie Mine.....	19	R	5	25		31	35
Endako.....	20	R	24	38		62	80
Engineer Mine.....	21	R	41	17		58	65
Evelyn.....	22	R	10	24		34	38
Firvale.....	23	R	11	1		12	21
Glentanna.....	24	R	13	13		26	26
Gold Pan Creek.....	25	R	No poll held—(Pas de scrutin tenu)				
Grassey Plains.....	26	R	4	10		14	23
Green Bay.....	27	R	7	9		16	20
Hagensborg.....	28	R	35	18		53	73
Haysport.....	29	R	22	17		39	51
Hazelton.....	30	R	64	75	3	142	185
Houston.....	31	R	26	10		36	59
Inverness.....	32	R	37	6		43	66
Kitimat.....	33	R	3	5		8	21
Kispiox.....	34	R	8	3		11	13
Kitsumkaylum Lake.....	35	R	13	9		22	23
Kitwanga.....	36	R	13	19		32	38
Lawn Hill.....	37	R	10	11		21	36
Lagoon Bay.....	38	R	6	10		16	21
Lewis Island.....	39	R	5	26		32	57
Little Canyon.....	40	R	23	20		43	45
Lockeport.....	41	R	15	18		33	43
Logan Inlet.....	41A	R	7	37		44	59
Loves.....	42	R	6	13		19	19
Masset.....	43	R	27	20	1	48	68
Moricietown.....	44	R	4	7		11	14
Nadina.....	45	R	0	13		13	15
Naas Harbour.....	46	R	18	11		29	46
Namu.....	47	R	36	20		56	66
New Hazelton.....	48	R	18	51		69	83
North Buckley.....	49	R	4	7		11	11
North François Lake.....	50	R	39	13		52	81
Ocean Falls.....	51	R	105	80	1	186	713
".....	52	R	105	88		193	
".....	53	R	83	64		147	
Ootsa Lake.....	54	R	11	31		42	45
Osland.....	55	R	1	22		23	32
Pacific.....	56	R	15	14		29	33
Paling.....	57	R	8	17		25	31
Port Clements.....	58	R	56	46	2	104	156
Port Essington.....	59	R	59	42		101	126
Port Simpson.....	60	R	31	38		69	88



SKEENA—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Charles Brady	Alfred Stork			
Porter's Landing.....	61	R	No poll held—(Pas de scrutin tenu)				
Premier Mine.....	62	R	76	86	1	163	204
Prince Rupert.....	63	U	132	101		233	332
".....	64	U	135	125		260	340
".....	65	U	96	116		212	259
".....	66	U	105	103		208	259
".....	67	U	83	68		151	202
".....	68	U	96	94		190	257
".....	69	U	84	104	1	189	262
".....	70	U	99	88		187	261
".....	71	U	100	96		196	603
".....	72	U	145	92		237	
Queen Charlotte City (Cité)....	73	R	46	55		101	129
Quick.....	74	R	25	34		59	100
Rose Lake.....	75	R	12	14	1	27	33
Refuge Bay.....	76	R	8	11		19	38
Remo.....	77	R	9	11		20	14
Rivers Inlet.....	78	R	44	37		81	176
Sandspit.....	79	R	11	6		17	19
Sheraton.....	80	R	0	11		11	12
Skeena Crossing.....	81	R	12	1		13	15
Skidgate.....	82	R	10	9		19	36
Smithers.....	83	R	73	145	1	219	274
".....	84	R	94	131	1	226	275
South Bank.....	85	R	16	33		49	72
South Bay.....	86	R	50	16		66	73
South Bulkley.....	87	R	9	20		29	42
South Hazelton.....	88	R	11	12		23	38
Stewart.....	89	R	100	73	3	176	237
".....	90	R	79	114	5	198	280
Tatal Rose School.....	91	R	11	7		18	26
Telegraph Creek.....	92	R	20	4		24	81
Telkwa.....	93	R	106	52		158	182
Terrace.....	94	R	159	110		269	295
Topley.....	95	R	15	11		26	40
Tow Hill.....	96	R	13	13	1	27	32
Usk.....	97	R	58	16	1	75	82
Vanarsdol.....	98	R	22	15		37	53
Wark Channel.....	99	R	19	22		41	39
Wistaria.....	100	R	36	11		47	53
Woodstock.....	101	R	4	9		13	24
Prince Rupert Advance (Provi- soire).....		U	24	37		61	
Totals—Totaux.....	105		4,170	3,849	31	8,050	10,712

Majority for } James Charles Brady, 321.  
Majorité pour }

## VANCOUVER-BURRARD

Population—1921, 56,338

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Arthur Clark	William Jamison Curry	Wilfred Hanbury			
<b>VANCOUVER CITY (CITÉ) DIVISION 5</b>								
Abbott—Bishop.....	1	U	55	44	53	8	170	220
Black—Cawthorp.....	2	U	80	24	49	3	156	227
Chambers—Dexter.....	3	U	74	34	38	2	148	225
Dick—Furlonge.....	4	U	63	28	63	2	156	221
Galbraith—Harvey.....	5	U	76	34	62	3	175	239
Haskett—Johnston.....	6	U	84	24	55		163	221
Jolley—McCurdy.....	7	U	87	30	58		175	246
McDole—Mark.....	8	U	49	22	77		148	211
Marshall—Nyman.....	9	U	69	42	66	2	179	232
Oakes—Rivett.....	10	U	74	26	67		167	231
Roach—Smart.....	11	U	57	29	72	1	159	210
Smith—Trusty.....	12	U	90	35	53		178	242
Tucker—Young.....	13	U	72	31	57		160	218
<b>DIVISION 6</b>								
A—E.....	14	U	85	39	79	3	206	264
F—K.....	15	U	82	32	73		187	236
L—P.....	16	U	81	35	78		194	260
R—Z.....	17	U	72	35	72	2	181	236
<b>DIVISION 7</b>								
Abram—Butler.....	18	U	82	18	69	1	170	244
Cadlick—Dike.....	19	U	80	15	40		135	233
Eagleson—Gustafson.....	20	U	56	26	58		140	199
Harkniss—Jure.....	21	U	57	17	71		145	212
Kay—MacIsaac.....	22	U	80	19	63		162	226
McKay—Myers.....	23	U	72	26	69		167	258
Napier—Roper.....	24	U	72	22	45	1	140	205
Rose—Switzer.....	25	U	74	18	74		166	228
Tait—Zeigler.....	26	U	72	26	46		144	213
<b>DIVISION 8</b>								
Aalton—Banning.....	27	U	77	13	67		157	221
Barber—Bowser.....	28	U	90	24	45	2	161	228
Boyce—Cahill.....	29	U	75	14	55	1	145	209
Cain—Clarkson.....	30	U	82	11	57		150	240
Cleal—Cullon.....	31	U	73	14	53		140	222
Cumberland—Duguid.....	32	U	87	25	59		171	237
Dunbar—Forbes.....	33	U	75	19	52	2	148	226
Ford—Gowen.....	34	U	64	26	67		157	224
Grace—Harvey.....	35	U	78	27	46	4	155	206
Hastings—Humphreys.....	36	U	65	18	51		134	219
Hunt—Jones.....	37	U	58	26	53	1	138	205
Jordan—Lambert.....	38	U	66	22	67		155	222
Lander—McCutcheon.....	39	U	78	23	58		159	239
McDermott—McKinnon.....	40	U	40	32	68		140	215
McKiver—Marsden.....	41	U	73	21	67		161	228
Marshall—Moore side.....	42	U	102	23	52		177	239
Moran—Nutt.....	43	U	76	25	62	2	165	233
Oakenfull—Pollock.....	44	U	81	33	58	4	176	246
Pomeroy—Robertson.....	45	U	89	32	57		178	249
Robinson—Shannon.....	46	U	87	21	54		162	222
Sharp—Stacey.....	47	U	81	26	46	1	154	231
Standing—Thomas.....	48	U	58	26	58		142	233
Thompson—Vye.....	49	U	83	20	39		142	215
Wade—Wickson.....	50	U	60	20	44		124	214
Wright—Yule.....	51	U	75	27	44		146	216



## VANCOUVER-BURRARD—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour				Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural Urbain ou rural	John Arthur Clark	William Jamison Curry	Wilfred Hanbury				
VANCOUVER CITY (CITÉ)—Con.									
DIVISION 9									
Abbot—Baty.....	52	U	84	24	56			164	236
Baumgart—Brydson.....	53	U	61	19	59	1		140	216
Buchan—Clare.....	54	U	81	8	52			141	209
Clark—Davidson.....	55	U	72	11	70			153	234
Davies—Edward.....	56	U	69	11	64			144	208
Egan—Fyvie.....	57	U	81	19	57			157	231
Gagnon—Gwillin.....	58	U	85	9	54			148	228
Haddock—Hodson.....	59	U	103	10	49	2		164	234
Hogg—Kelso.....	60	U	74	13	65			152	221
Kemerling—Lockwood.....	61	U	58	13	55			126	205
Logan—Moore.....	62	U	86	15	44			145	235
Moran—McEwin.....	63	U	76	6	58			140	223
McFarland—McWilliams.....	64	U	67	14	80	1		162	230
Naden—Petrie.....	65	U	51	16	61			128	204
Phillips—Robinson.....	66	U	90	8	57			155	239
Robitaille—Smythe.....	67	U	96	14	41	2		153	230
Snelling—Tofft.....	68	U	80	11	35	1		127	221
Tomlinson—Whittaker.....	69	U	77	14	44			135	221
Whittle—Young.....	70	U	79	10	50			139	201
DIVISION 10									
Abel—Beatly.....	71	U	110	1	32			143	218
Beaumont—Brand.....	72	U	88	6	52			146	212
Brennan—Carwin.....	73	U	84	5	63			152	233
Case—Cowan.....	74	U	97	6	37			140	200
Craddock—Drysdale.....	75	U	101	7	64			172	231
Duckworth—Francis.....	76	U	91	3	55			150	220
Freeborn—Greggor.....	77	U	87	3	57			147	226
Green—Hitchin.....	78	U	86	10	58	4		158	219
Hoare—Julius.....	79	U	115	6	40	1		162	236
Kay—Longman.....	80	U	96	2	48			146	209
Lord—McKay.....	81	U	85	4	63			152	225
McKeard—Manson.....	82	U	64	1	64			129	212
Margeson—Munslow.....	83	U	103	6	37			146	229
Murphy—Peterson.....	84	U	73	6	74			153	227
Phillips—Rogers.....	85	U	69	2	60	1		132	213
Rolfe—Sisson.....	86	U	90	5	55	2		152	227
Skelton—Taylor.....	87	U	74	1	66	1		142	214
Tebb—Watson.....	88	U	105	10	41			156	223
Watt—Zeigler.....	89	U	84	5	44			133	217
DIVISION 11									
Abel—Barker.....	90	U	110	9	47			166	233
Balch—Bew.....	91	U	92	7	48	2		149	230
Bibby—Brevitt.....	92	U	90	5	46			141	211
Brice—Byrnell.....	93	U	93	6	40	1		140	210
Cadwell—Clare.....	94	U	92	17	54			163	222
Clark—Cox.....	95	U	104	5	50			159	219
Craddock—Decks.....	96	U	84	7	58	1		150	224
DeGraves—Dykes.....	97	U	76	10	59			145	224
Earl—Finlayson.....	98	U	80	9	66	4		159	223
Firth—Gerrard.....	99	U	95	9	61	1		166	234
Giannone—Hair.....	100	U	80	8	63			151	231
Hale—Higman.....	101	U	89	6	58			153	226
Hill—Hyslop.....	102	U	95	10	50			155	214
Ickringill—Julian.....	103	U	65	21	66			152	230
Kadey—Lasier.....	104	U	79	14	70			163	244
Lea—McCausland.....	105	U	83	7	55			145	234
McClelland—Mackay.....	106	U	67	8	75			150	226

## VANCOUVER-BURRARD—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Arthur Clark	William Jamison Curry	Wilfred Hanbury			
VANCOUVER CITY (CITÉ)—Con.								
DIVISION 11—Con.								
McKee—McRae.....	107	U	84	9	69	2	164	228
McRobbie—Melton.....	108	U	85	8	42		135	207
Mercer—Morrow.....	109	U	85	12	47		144	231
Morse—Nowill.....	110	U	86	13	57		156	225
Oakes—Perdue.....	111	U	67	7	74	3	151	220
Perkins—Ray.....	112	U	81	9	57		147	228
Rea—Rundle.....	113	U	98	8	58		164	233
Rush—Sinkler.....	114	U	83	4	64	2	153	230
Sissons—Stephenson.....	115	U	95	12	49	1	157	231
Sterling—Taylor.....	116	U	112	22	38		172	241
Tebb—Vulliamy.....	117	U	76	9	47		132	230
Wade—Whyte.....	118	U	95	12	42		149	218
Wickenden—Zimmerman.....	119	U	95	9	50		154	213
DIVISION 12								
Abbott—Bellhouse.....	120	U	114	3	46		163	240
Bennett—Byrne.....	121	U	88	5	67		160	233
Cairns—Cox.....	122	U	96	4	48		148	208
Crabb—Dryden.....	123	U	100	4	60	1	165	222
Duckworth—Fox.....	124	U	108	4	51		163	216
Fralick—Gutteridge.....	125	U	92	4	60	1	157	225
Hacking—Hilts.....	126	U	110	1	56		167	221
Hind—Joslin.....	127	U	103	3	29		135	202
Kania—Luxton.....	128	U	109	2	46	1	158	221
McAdams—McMullen.....	129	U	83	4	93		180	240
McNab—Mitchell.....	130	U	85	1	60	1	147	217
Moffatt—Owen.....	131	U	71	9	54		134	213
Paddock—Rayner.....	132	U	100	14	51		165	236
Read—Sherwood.....	133	U	100	10	59		169	231
Shields—Stronge.....	134	U	84	6	44	2	136	217
Stuart—Vowles.....	135	U	82	4	69		155	215
Waddell—Young.....	136	U	107	5	47		159	220
Vancouver, Advance (Provi- soire).....		U	39	4	34		77	
Totals—Totaux.....	137	.....	11,227	2,012	7,692	84	21,015	30,560

Majority for } John Arthur Clark over (sur) { Wilfred Hanbury, 3,535.  
Majorité pour } William Jamison Curry, 9,215.



## VANCOUVER CENTRE

Population—1921, 60,879

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Dugald Donaghy	Eugene Thornton Kingsley	Hon. Henry Herbert Stevens			
VANCOUVER CITY (CITÉ)								
Advance (Provisoire).....	1	U	34	0	48		82	
Division 1—								
Aa.—Am.....	2	U	36	2	98		136	212
An.—Av.....	3	U	42	0	100		142	223
Ba.—Bas.....	4	U	48	0	95		143	229
Be.—Bi.....	5	U	52	1	105		158	234
Bl.—Bra.....	6	U	57	3	95	1	156	216
Bre.—Bulk.....	7	U	57	4	78		139	223
Bull.—Cam.....	8	U	53	2	117		172	239
Can.—Ch.....	9	U	35	0	91	4	130	213
Ce.—Cook.....	10	U	51	1	99		151	231
Coom.—Croo.....	11	U	45	2	75		122	221
Crop.—Daw.....	12	U	46	0	84	1	131	222
Day.—Dow.....	13	U	60	0	102		162	232
Doy.—Elk.....	14	U	49	3	87	1	140	209
Ell.—Fen.....	15	U	59	1	77		137	212
Fer.—For.....	16	U	49	1	91		141	225
Fos.—Gay.....	17	U	71	1	74		146	225
Ge.—Gor.....	18	U	64	0	95		159	231
Gos.—Gre.....	19	U	48	2	100	2	152	230
Gro.—Hart.....	20	U	56	1	107		164	237
Harv.—Hid.....	21	U	51	0	111		162	232
Hig.—Hou.....	22	U	54	3	99		156	224
How.—Jack.....	23	U	67	1	88		156	224
Jacob.—Jun.....	24	U	37	2	102	1	142	226
Ka.—Kin.....	25	U	52	1	75	1	129	211
Kir.—La.....	26	U	41	2	89		132	211
Le.—Lind.....	27	U	59	3	82		144	217
Line.—Mai.....	28	U	42	3	84	2	131	198
Mak.—May.....	29	U	54	2	101		157	230
Mea.—Mon.....	30	U	39	0	119		158	209
Moo.—My.....	31	U	58	6	93	1	158	244
McA.—McDou.....	32	U	85	0	84	1	170	238
McDou.—McKen.....	33	U	65	1	101		167	238
McKer.—McNai.....	34	U	76	0	77	2	155	239
McNar.—Nic.....	35	U	67	0	92		159	230
Nie.—Park.....	36	U	49	5	101		155	236
Parm.—Phy.....	37	U	73	2	79	2	156	233
Pic.—Qui.....	38	U	45	2	103		150	218
Rad.—Ric.....	39	U	44	0	100	1	145	224
Rig.—Rose.....	40	U	54	3	99	1	157	237
Ross.—Scob.....	41	U	46	1	97	1	145	224
Scot.—Sho.....	42	U	68	0	86		154	222
Shr.—Smi.....	43	U	40	2	89		131	231
Smu.—Stev.....	44	U	45	0	83		128	199
Stew.—Sy.....	45	U	75	0	67		142	221
Ta.—Thom.....	46	U	21	2	107	1	131	215
Thor.—Va.....	47	U	51	1	92	2	146	218
Ve.—Wate.....	48	U	57	1	78		136	196
Wats.—White.....	49	U	62	1	81	1	145	230
Whitf.—Winn.....	50	U	48	2	91		141	214
Went.—Z.....	51	U	54	1	104		159	228
Division 2—								
Ab.—As.....	52	U	59	3	74	1	139	234
At.—Bea.....	53	U	67	6	61	1	135	218
Bec.—Bon.....	54	U	63	8	55		126	213
Boo.—Bro.....	55	U	62	1	67	1	131	208
Bru.—Cann.....	56	U	67	6	53	1	127	215
Cant.—Clar.....	57	U	72	1	56	1	130	218
Clas.—Cov.....	58	U	67	3	65	1	136	217
Cow.—David.....	59	U	40	4	51		95	202
Davie.—Dou.....	60	U	61	5	82		148	223
Dow.—Elp.....	61	U	64	1	70	2	137	217

VANCOUVER CENTRE—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Dugald Donaghy	Eugene Thornton Kingsley	Hon. Henry Herbert Stevens			
VANCOUVER CITY (Cité)— <i>Con.</i>								
Division 2— <i>Con.</i>								
Els.—Fir.....	62	U	73	6	44	2	125	200
Fis.—Fyl.....	63	U	66	2	78		146	217
Ga.—Got.....	64	U	55	2	61	1	119	210
Gou.—Hal.....	65	U	63	7	52		122	209
Ham.—Hel.....	66	U	61	2	67		130	216
Hem.—Hap.....	67	U	61	2	74	1	138	211
Hor.—Jam.....	68	U	66	3	73		142	226
Jan.—Kel.....	69	U	43	3	72		118	213
Kem.—Lan.....	70	U	55	9	50		114	200
Lap.—Let.....	71	U	61	3	65		129	204
Lev.—McCl.....	72	U	60	4	53		117	201
McCo.—McGr.....	73	U	87	0	58		145	225
McGu.—McLei.....	74	U	54	3	50		116	205
McLel.—Mah.....	75	U	67	4	63		134	208
Mai.—Mer.....	76	U	61	3	55		119	208
Met.—Morp.....	77	U	61	5	63		129	206
Morr.—New.....	78	U	57	3	75		135	218
Nia.—Parker.....	79	U	71	6	59	2	138	217
Parkes.—Polle.....	80	U	56	7	46		109	211
Polls.—Reg.....	81	U	63	6	54		123	208
Rei.—Roi.....	82	U	78	0	49		127	206
Ross.—Scot.....	83	U	54	1	64	1	120	204
Scou.—Smil.....	84	U	59	5	56		120	197
Smith.—Step.....	85	U	56	3	60		119	211
Stev.—Tas.....	86	U	71	4	70		145	223
Te.—Ty.....	87	U	46	8	68	1	123	209
Un.—Wats.....	88	U	54	7	56		117	201
Watt.—Willia.....	89	U	49	9	75		133	211
Willin.—Ze.....	90	U	69	3	68		140	236
Division 3—								
Ab.—Berg.....	91	U	84	6	48	4	142	200
Berr.—Came.....	92	U	73	8	50		131	218
Camp.—Cre.....	93	U	67	5	48	7	127	209
Cro.—Ed.....	94	U	80	16	50		146	212
Egan.—Gill.....	95	U	78	8	55	2	143	217
Gilm.—Haz.....	96	U	58	11	55	3	127	212
He.—Johnson.....	97	U	57	3	55	1	116	212
Johnston.—Led.....	98	U	70	10	40		120	211
Lee.—McF.....	99	U	83	4	61	2	130	218
McG.—Mal.....	100	U	70	5	48		123	211
Man.—Mui.....	101	U	62	8	49		119	214
Mul.—Pen.....	102	U	77	6	60	3	146	221
Per.—Rol.....	103	U	60	5	57	5	127	216
Rom.—Sou.....	104	U	70	7	49	2	128	223
Spa.—Vu.....	105	U	69	9	54		132	227
Wa.—Zu.....	106	U	57	5	68	3	133	226
Division 4—								
Ab.—Be.....	107	U	67	10	59	1	137	225
Bo.—Cla.....	108	U	96	6	66	2	170	237
Cle.—Dug.....	109	U	76	4	64		144	223
Dun.—Gor.....	110	U	98	5	64		167	236
Gos.—Ive.....	111	U	70	5	61	4	140	236
Ja.—Ly.....	112	U	89	4	57	2	152	221
McA.—McW.....	113	U	79	9	64	2	154	232
Ma.—Ow.....	114	U	78	8	54		140	224
Pa.—Ro.....	115	U	89	3	60	1	153	236
Ru.—Ta.....	116	U	95	4	83		182	246
Te.—Zu.....	117	U	79	11	70	3	163	242
Division North (Nord) 7—								
A.—Ben.....	118	U	67	5	92		164	224
Ber.—Broo.....	119	U	59	3	87		149	218
Brow.—Charl.....	120	U	59	10	92		161	216



## VANCOUVER CENTRE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Dugald Donaghy	Eugene Thorton Kingsley	Hon. Henry Herbert Stevens			
VANCOUVER CITY (CITÉ)— <i>Con.</i>								
Division North (Nord) 7— <i>Con.</i>								
Charm.—Cru.....	121	U	71	8	77	.....	156	221
Cum.—Ed.....	122	U	72	6	75	.....	153	211
Ec.—Fra.....	123	U	75	4	79	.....	158	223
Fre.—Gran.....	124	U	66	4	86	.....	156	215
Gray.—Hic.....	125	U	53	3	102	.....	158	213
Hig.—Joh.....	126	U	61	7	95	1	164	225
Jon.—Lew.....	127	U	61	4	88	.....	153	222
Lias.—McE.....	128	U	83	8	62	.....	153	213
McF.—McW.....	129	U	80	3	81	.....	164	226
Mab.—Mon.....	130	U	64	5	84	.....	153	211
Moo.—Or.....	131	U	77	9	86	.....	172	230
Os.—Py.....	132	U	51	3	93	.....	147	215
Ra.—Sand.....	133	U	79	9	55	.....	153	239
Sanf.—Smy.....	134	U	82	4	93	.....	179	224
Sn.—Thom.....	135	U	70	7	75	.....	152	223
Thor.—Wats.....	136	U	69	5	88	1	163	214
Watt.—Zu.....	137	U	71	6	84	.....	161	215
Totals—Totaux.....	137	.....	8,471	527	10,326	93	19,417	29,878

Majority for } Hon. Henry Herbert Stevens over (sur) { Dugald Donaghy, 1,855.  
Majorité pour } Eugene Thorton Kingsley, 9,799.

## VANCOUVER NORTH (NORD)

Population—1921, 24,215

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Cavers Gill	Wallis Walter Lefaux	Gerald Grattan McGeer	Alexander Duncan McRae					
North Vancouver City (Cité).	1	U	0	31	103	89			223	293	
“ “ A-K	2	U	0	11	79	56		1	147	179	
“ “ L-Z	2	U	0	17	56	66		2	141	193	
“ “ A-K	3	U	0	21	55	57		3	136	204	
“ “ L-Z	3	U	0	13	62	76		1	152	225	
“ “ “	4	U	0	19	86	77		2	184	282	
“ “ “	5	U	0	28	69	98			195	292	
“ “ “	6	U	0	29	91	107		1	228	295	
“ “ A-L	7	U	0	10	50	91			151	200	
“ “ M-Z	7	U	0	12	50	96			158	225	
“ “ A-LEO	8	U	0	21	54	90		2	167	230	
“ “ LEW-Z	8	U	0	15	48	106		1	170	230	
“ “ “	9	U	0	49	77	121		3	250	319	
“ “ “	10	U	0	23	43	42		4	112	127	
“ “ “	11	U	0	11	59	63			133	186	
“ “ “	12	U	0	5	14	29			48	64	
“ “ 13A	U	0	24	61	72				157	195	
“ “ 13B	U	0	22	62	57			1	142	185	
“ “ “	14	U	0	45	74	143		1	263	333	
Keith Lynn.....	15	R	0	35	54	70			159	220	
Lynn Valley.....	16A	R	0	30	119	81		1	231		
“ “	16B	R	0	17	95	79		2	193	801	
“ “	16C	R	0	31	94	79			204		
North Lonsdale.....	17A	R	0	34	80	134		3	251	287	
“ “	17B	R	0	20	74	142		3	239	287	
Dollarton.....	18	R	0	8	60	64			132	149	
Capilano.....	19A	R	0	28	74	54			156	208	
“ “	19B	R	0	30	59	56		3	148	188	
Hollyburn.....	20A	R	0	9	72	88		2	171	259	
“ “	20B	R	0	12	79	83			174	278	
“ “	20C	R	0	11	66	73		2	152	359	
“ “	20D	R	0	12	73	75			160	216	
Weston.....	21A	R	0	8	49	63			120	197	
“ “	21B	R	0	3	67	75		3	148	179	
Dundarave.....	22A	R	0	15	64	94			173	250	
“ “	22B	R	0	14	85	88			187	235	
Altamont—West Bay.....	23	R	1	1	44	115			161	227	
Cypress—Sherman.....	24	R	0	0	36	82		2	120	187	
Whytecliff.....	25	R	0	1	20	36		1	58	75	
Bowen Island.....	26	R	1	2	19	39			61	72	
Porteau.....	27	R	0	3	14	8			25	29	
Britannia Mines.....	28A	R	0	42	60	41			143	185	
“ “	28B	R	0	41	59	55			155	193	
Britannia Beach.....	29	R	0	31	60	72		1	164	190	
Squamish.....	30	R	1	18	63	111			193	264	
Brackendale.....	31	R	0	14	25	30			69	85	
Daisy Lake.....	32	R	0	3	10	9			22	28	
Alta Lake.....	33	R	1	11	6	15			33	50	
Agerton.....	34	R	0	0	5	33			38	37	
Upper Pemberton.....	35	R	0	2	10	24			36	47	
Woodfibre.....	36	R	2	16	88	18		1	125	132	
Victoria Camp.....	37	R	0	16	23	18			57	64	
Barbara Camp.....	38	R	1	13	2	18			34	46	
Gambier Island.....	39	R	1	0	16	30		1	48	107	
Gibson's Landing.....	41	R	0	29	54	146		1	230	283	
Robert's Creek.....	42	R	0	16	23	50		1	90	110	
Sechelt.....	43	R	0	1	53	67			121	159	
Half Moon Bay.....	44	R	1	0	7	17			25	37	
Pender Harbour.....	45	R	1	9	59	45			114	156	
Egmont.....	46	R	2	0	21	33			56	84	
Stillwater.....	48	R	1	6	37	22			66	81	
Lang Bay.....	49	R	0	4	16	24			44	44	
Myrtle Point.....	50	R	0	9	30	17			56	67	
Powell River.....	51A	R	0	22	69	46		2	139	202	
“ “	51B	R	0	25	121	88		4	238	292	



## VANCOUVER NORTH (NORD)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Cavers Gill	Wallis Walter Lefaux	Gerald Grattan McGeer	Alexander Duncan McRae				
Powell River.....	51C	R	0	29	124	105	.....	258	262	
“ .....	51D	R	1	23	154	86	.....	264	320	
“ .....	51E	R	0	37	127	124	2	290	298	
“ .....	51F	R	0	13	97	56	6	172	237	
“ .....	51G	R	0	13	83	82	1	179	192	
Lund.....	52	R	0	7	41	20	.....	68	124	
Knight's Inlet.....	53	R	0	2	2	11	.....	15	30	
Rodanda Bay.....	54	R	0	7	12	15	.....	34	79	
Stuart Island.....	55	R	2	14	8	19	.....	43	67	
Shoal Bay.....	56	R	0	20	5	18	.....	43	56	
Blind Channel.....	57	R	1	2	50	20	.....	73	92	
Roy.....	58	R	0	4	26	17	.....	47	75	
Jackson Bay.....	59	R	0	4	25	22	.....	51	98	
Port Neville.....	60	R	0	6	25	6	.....	37	52	
Port Harvey.....	61	R	0	4	3	16	.....	23	31	
Minstrel Island.....	62	R	0	5	6	20	.....	31	46	
Simon Sound.....	63	R	1	2	34	38	.....	75	148	
O'Brian Bay.....	64	R	1	4	16	36	.....	57	88	
Sointula.....	65	R	4	90	10	39	2	145	204	
Albert Bay.....	66	R	0	19	33	87	.....	139	150	
Totals—Totaux.....	85	.....	23	1,363	4,388	5,080	66	10,920	14,452	

Majority for } Alexander Duncan McRae over (sur) { Gerald Grattan McGeer, 692.  
Majorité pour } James Cavers Gill, 5,057.

## VANCOUVER SOUTH (SUD)

Population—1921, 46,137

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alfred Hurry	Paul McDowell Kerr	Leon Johnson Ladner			
Point Grey, Municipality, (Municipalité) Divisions No. 1...	1	U	17	55	84	2	158	233
" " "	2	U	16	53	100		169	248
" " "	3	U	13	46	97		156	232
" " "	4	U	30	43	89		162	213
" " "	5	U	12	39	68		119	162
" " " 2	6	U	7	50	124	1	182	243
" " "	7	U	12	50	145		207	263
" " "	8	U	10	39	106		155	267
" " "	9	U	7	50	135		192	252
" " "	10	U	8	47	100		155	218
" " "	11	U	7	42	125	2	176	237
" " "	12	U	10	29	112		151	205
" " "	13	U	14	46	131		191	242
" " " 3	14	U	1	38	129		168	257
" " "	15	U	0	65	140		205	252
" " "	16	U	0	57	149		206	271
" " "	17	U	0	58	107		165	215
" " "	18	U	5	86	107		198	283
" " "	19	U	3	31	102		136	188
" " "	20	U	0	29	90		119	151
" " "	21	U	1	56	111		168	233
" " " 4	22	U	18	45	137		200	272
" " "	23	U	8	45	85		138	184
" " "	24	U	28	55	79		162	216
" " "	25	U	21	66	95	3	185	273
" " "	26	U	18	45	82		145	188
" " "	27	U	12	67	123	1	203	267
" " " 5	28	U	8	58	126	1	193	275
" " "	29	U	6	56	179	1	242	285
" " "	30	U	4	40	126	2	172	258
" " "	31	U	9	53	129		191	251
" " "	32	U	6	66	115		187	245
" " "	33	U	5	56	160		221	273
" " "	34	U	3	46	143		192	258
" " "	35	U	4	43	113		160	217
" " "	36	U	3	55	151		209	268
" " "	37	U	7	66	128		201	258
" " "	38	U	5	50	129		184	249
" " "	39	U	1	32	115		148	179
" " "	40	U	8	49	112		169	227
" " "	41	U	11	63	101	2	177	226
" " "	42	U	7	48	112	1	168	236
" " "	43	U	6	45	162		213	275
" " "	44	U	10	67	130	1	208	277
" " "	45	U	10	66	126	4	206	247
" " "	46	U	18	51	124		193	248
" " "	47	U	15	78	126		219	287
" " "	48	U	12	57	141		210	257
Vancouver South (Sud) Municipality (Municipalité) Divisions No. 7.	49	U	37	35	88	4	164	250
" " "	50	U	37	61	85	1	184	284
" " "	51	U	37	31	73		141	228
" " "	52	U	48	46	98	1	193	300
" " "	53	U	35	68	73	1	177	269
" " "	54	U	19	49	65		133	179
" " "	55	U	37	46	101		184	279
" " "	56	U	46	45	70		161	243
" " "	57	U	40	41	86		167	215
" " "	58	U	26	45	58		129	186
" " " 8	59	U	34	49	66		149	205
" " "	60	U	50	39	60	1	150	209
" " "	61	U	80	48	89		217	288
" " "	62	U	36	25	44	3	108	166





## VICTORIA

Population—1921, 38,727

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Edward Oliver Carew Martin	Hon. Simon Fraser Tolmie			
VICTORIA CITY (CITÉ)							
Section 1.....	A-Bo.	1	U	48	71	119	244
"	BR-C	2	U	58	93	181	286
"	D-F	3	U	59	91	150	239
"	G-H	4	U	85	103	2	190
"	I-MA	5	U	45	80	1	126
"	ME-N	6	U	73	84	2	159
"	O-R	7	U	39	87	1	127
"	S-TE	8	U	50	85	4	139
"	TH-Z	9	U	47	93		140
Section 2.....	A-BL	1	U	76	94		170
"	BO-CL	2	U	80	94		174
"	CO-E	3	U	69	92		161
"	F-G	4	U	72	97		169
"	H	5	U	68	101		169
"	I-LE	6	U	55	101		156
"	LI-M	7	U	73	87		160
"	MO-MAC	8	U	57	67		124
"	N-P	9	U	68	89	1	158
"	Q-SH	10	U	75	87		162
"	SI-U	11	U	69	83		152
"	V-Z	12	U	48	111		159
Section 3.....	A-BI	1	U	80	88	2	170
"	BL-CA	2	U	72	100		172
"	CH-CU	3	U	65	117		182
"	D	4	U	51	86		137
"	E-F	5	U	49	105		154
"	G-HAM	6	U	66	84		150
"	HAN-HU	7	U	75	79		154
"	I-K	8	U	70	83		153
"	L-MA	9	U	70	93	2	165
"	ME-MCC	10	U	49	91		140
"	MCD-MACD.	11	U	58	71	1	130
"	N-P	12	U	68	94	2	164
"	Q-SH	13	U	77	102		179
"	SH-SY	14	U	80	93		173
"	T-WA	15	U	62	96	1	159
"	WE-Z	16	U	68	80		148
Section 4.....	A-Bo	1	U	59	130		189
"	BR-CL	2	U	51	121	4	176
"	CO-D	3	U	58	130	1	189
"	E-Go	4	U	55	108		163
"	GR-HE	5	U	50	124	1	175
"	HI-J	6	U	35	130	1	166
"	K-MA	7	U	47	113		160
"	ME-McI	8	U	50	105	2	157
"	MACR-PI	9	U	52	104	3	159
"	PL-SI	10	U	34	145		179
"	SK-V	11	U	44	136	5	185
"	W-Y	12	U	27	102	5	134
Section 5.....	A-BA	1	U	52	105		157
"	BE-BR	2	U	64	99	1	164
"	BU-CL	3	U	62	87	2	151
"	CO-DA	4	U	50	117		167
"	DE-FA	5	U	53	117	3	173
"	FE-Go	6	U	54	120		174
"	GR-HE	7	U	56	121		177
"	HI-I	8	U	51	115		166
"	J-K	9	U	51	96		147
"	L-MAR	10	U	67	115	2	184
"	MAS-M	11	U	72	131	1	204
"	MC-MAC	12	U	77	91		168
"	N-PE	13	U	64	103	3	170
"	PH-RE	14	U	33	93		126



## VICTORIA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Edward Oliver Carew Martin	Hon. Simon Fraser Tolmie			
VICTORIA CITY (CITÉ)—Con.							
Section 5..... R1-RY	15	U	52	88		140	203
..... S-SM	16	U	58	100		158	230
..... SN-TE	17	U	53	96		149	232
..... TH-WE	18	U	54	110		164	258
..... WH-Z	19	U	53	116		169	251
Victoria City (Cité) Advance (Provisoire).....		U	9	11		20	
Totals—Totaux.....	69		4,051	6,831	53	10,935	16,734

Majority for } Honourable Simon Fraser Tolmie, 2,780.  
Majorité pour }

YALE

Population—1921, 35,608

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Fremont Blakeslee Cossitt	Grote Stirling			
Allen Grove.....	1	R	12	11		23	40
Allenby.....	2	R	39	43	3	85	123
Armstrong.....	3	R	61	98	1	160	257
“.....	4	R	65	115	1	181	250
“.....	5	R	52	135	3	190	264
“.....	6	R	69	89	2	160	235
Ashton Creek.....	7	R	29	24	3	56	68
Bear Creek.....	8	R	4	12		16	23
Benvoulin.....	9	R	13	64	1	78	107
Beaverdell.....	10	R	21	53		74	106
Blakeburn.....	11	R	55	37		92	177
B. X. Poll.....	12	R	10	36		46	228
Bridgesville.....	13	R	19	29		48	67
Boundary Falls.....	14	R	10	9		19	29
Brown's Creek.....	15	R	10	13		23	41
Cascade.....	16	R	37	43		80	91
Carmi.....	17	R	14	8		22	30
Cawston.....	18	R	28	49		77	107
Cherryville.....	19	R	16	10		26	43
Coalmont.....	20	R	33	49		82	111
Copper Mountain.....	21	R	25	57	2	84	115
Commonage.....	22	R	2	26		28	37
Coldstream.....	23	R	28	131		159	184
Christian Valley.....	24	R	2	10		12	13
Deep Creek.....	25	R	24	25		49	67
East Kelowna.....	46	R	21	106		127	175
Eholt.....	27	R	4	9		13	18
Ellison.....	28	R	25	57	1	83	120
Enderby.....	29	R	57	82		139	200
“.....	30	R	74	128		202	272
Ewing's Landing.....	31	R	3	51		54	67
Fife.....	33	R	21	22		43	61
Glenmore.....	34	R	36	68		104	129
Grandview.....	35	R	22	5		27	40
Grindrod.....	36	R	19	69		88	124
Grand Forks.....	37	R	47	117		164	209
“.....	38	R	60	112		172	240
“.....	39	R	64	88		152	193
“.....	40	R	43	95	2	140	200
Greenwood.....	41	R	96	90		186	225
Hedley.....	42	R	34	84	3	121	162
Hilton.....	43	R	4	15		19	32
Hulcar.....	26	R	36	42		78	120
Hupel.....	44	R	18	22		40	50
Joe Rich.....	45	R	3	13		16	20
Kelowna.....	47	U	51	149		200	277
“.....	48	U	58	122	3	183	289
“.....	49	U	60	159		219	308
“.....	50	U	37	97		134	191
“.....	51	U	56	134		190	269
“.....	52	U	42	98	3	143	215
“.....	53	U	45	112		157	262
“.....	53A	U	26	87		113	161
Kedleston.....	55	R	6	16		22	38
Kaleden.....	56	R	15	44		59	90
Keremeos.....	57	R	19	82	2	103	130
“.....	58	R	29	80		109	144
Lavington.....	59	R	20	66		86	113
Lumby.....	60	R	101	120	1	222	287
Mabel Lake.....	61	R	15	28		43	51
Mara.....	62	R	30	44		74	98
Midway.....	63	R	40	42		82	106
Naramata.....	64	R	42	93		135	160
Nickle Plate.....	65	R	32	30	2	64	72



YALE—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Fremont Blakeslee Cossitt	Grote Stirling			
Okanagan Falls.....	66	R	18	44		62	71
“ Centre.....	67	R	9	45		54	73
“ Landing.....	68	R	24	69		93	115
“ .....	69	R	16	54		70	101
Oliver.....	70	R	33	91		124	179
“ .....	71	R	37	83		120	191
“ .....	72	R	8	33		41	45
Osoyoos.....	73	R	31	101		132	184
Oyama.....	74	U	68	141		209	271
Penticton.....	75	U	66	112		178	253
“ .....	76	U	39	95	1	135	188
“ .....	77	U	72	151	1	224	333
“ .....	78	U	54	96		150	219
“ .....	79	U	71	134	1	206	286
“ .....	80	U	28	78	1	107	177
“ .....	81	U	31	50		81	120
Paulson.....	82	R	1	5		6	12
Peachland.....	83	R	53	154		207	251
Princeton.....	84	R	90	145	5	240	328
“ .....	85	R	69	98	2	169	237
Riverside.....	86	R	14	43		57	91
Rock Creek.....	87	R	18	50		68	94
Rutland.....	89	R	42	193	3	238	302
Sidley.....	90	R	10	13		23	33
South Kelowna.....	91	R	20	104	1	125	154
Similkameen—Horn Silver.....	90A	R	4	20		24	25
Sugar Lake.....	91	R	5	18		23	29
Summerland.....	101	R	82	133	2	217	300
Tulameen.....	104	R	21	22		43	52
Trinity Valley.....	105	R	8	8		16	20
Vernon.....	92	U	71	72		143	221
“ .....	93	U	85	98		183	297
“ .....	94	U	54	95		149	231
“ .....	95	U	88	124		212	371
“ .....	96	U	102	109		211	329
“ .....	97	U	66	92		158	238
“ .....	98	U	60	123	1	184	301
“ .....	99	U	33	82		115	171
Westbank.....	106	R	36	94	4	134	157
West Summerland.....	100	R	56	126		182	216
“ .....	102	R	40	116	1	157	208
“ .....	103	R	49	116		165	212
Westbridge.....	107	R	14	15	1	30	44
Wilson Landing.....	88	R	0	7		7	12
Winfield.....	108	R	36	91	1	128	173
Penticton Advance (Provisoire).....		U	7	18		25	
Totals—Totaux.....	110		3,928	7,815	58	11,801	16,646

Majority for } Grote Stirling, 3,887.  
Majorité pour }

## PRINCE EDWARD ISLAND

## ILE DU PRINCE-ÉDOUARD

KINGS

Population—1921, 20,445

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	James J. Johnston	Hon. John Alexander Macdonald	Bulletins rejetés	Vote total	Electeurs sur la liste
Bothwell.....	1	R	72	102	1	175	223
North Lake.....	2	R	113	85	1	199	234
Priest Pond.....	3	R	78	65	1	144	158
Red Point.....	4	R	78	67	1	146	187
Souris.....	5	R	72	122	2	196	224
“ East (Est).....	6	R	69	91	3	163	193
“ River.....	7	R	152	61	2	215	260
“ Line Road.....	8	R	60	56	2	118	139
Rollo Bay Chapel.....	9	R	59	53	.....	112	139
Souris West (Ouest).....	10	R	60	80	.....	140	158
Head Rollo Bay.....	11	R	75	67	.....	142	174
Bay Fortune.....	12	R	43	81	.....	124	139
St. Margarets.....	13	R	83	58	.....	141	161
St. Andrews.....	14	R	75	79	2	156	173
Peake Station.....	15	R	76	61	.....	137	156
Bristol.....	16A	R	91	26	3	120	319
“.....	16B	R	64	102	.....	166	.....
Sinnott's Road.....	17	R	72	98	2	172	191
Marie.....	18	R	147	95	.....	242	300
Head St. Peter's Bay South (Sud).....	19	R	88	94	.....	182	232
Head St. Peter's Bay East (Est)	20	R	66	70	.....	136	164
Greenwich.....	21	R	63	88	.....	151	181
Monticello.....	22	R	96	53	.....	149	187
Baldwin's Road.....	23	R	62	68	.....	130	152
Victoria Cross.....	24	R	110	57	.....	167	192
Eighteen Mile Brook.....	25	R	45	54	.....	99	112
Cardigan.....	26	R	24	159	3	186	204
Lorne Valley.....	27	R	77	109	.....	186	213
Roseneath.....	28	R	64	99	1	164	194
Montague North (Nord).....	29A	R	74	66	.....	140	312
“.....	29B	R	79	54	3	136	.....
Dundas.....	30	R	91	129	2	222	260
Glenfanning.....	31	R	61	62	.....	123	134
Whim Road Cross.....	32	R	81	70	.....	151	175
Montague South (Sud).....	33	R	113	118	.....	231	276
Lower Montague.....	34	R	90	90	2	182	215
Murray Harbour East (Est).....	35	R	122	82	1	205	268
Murray Harbour.....	36	R	99	111	1	211	288
High Bank.....	37	R	71	64	1	136	161
Murray River South (Sud).....	38	R	99	56	.....	155	185
“ North (Nord).....	39	R	44	66	1	111	144
Glen William.....	40	R	87	98	.....	185	236
St. Mary's Road.....	41	R	75	120	.....	195	230
Georgetown East (Est).....	42	R	73	129	.....	202	245
“ West (Ouest).....	43	R	105	64	.....	169	201
Red House.....	44	R	61	51	.....	112	144
Anwondale.....	45	R	81	78	3	162	195
Woodville Mills.....	46	R	70	110	1	181	211
Launching.....	47	R	69	80	1	150	178
Sturgeon.....	48A	R	54	67	.....	121	316
“.....	48B	R	85	86	.....	171	.....
Murray Harbour North (Nord)	49	R	76	62	.....	138	152
Cambridge.....	50	R	91	64	1	156	192
Martinvale.....	51	R	44	52	.....	96	106
Totals—Totaux.....	54	.....	4,229	4,329	41	8,599	10,183

Majority for  
Majorité pour } Honourable John Alexander Macdonald, 100.



## PRINCE

Population—1921, 31,520

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Buletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Alfred E. MacLean	J. Edward Wyatt			
Nail Pond.....	1	R	58	101		159	196
Tignish East (Est).....	2	R	52	60		112	145
“ West (Ouest).....	3	R	95	136	1	232	311
Peterville.....	4	R	80	98		178	226
Skinner's Pond.....	5	R	115	111		226	270
Greenmount.....	6	R	99	113		212	268
St. Louis West (Ouest).....	7	R	130	88		218	265
“ East (Est).....	8	R	97	68	1	166	216
Kildare.....	9	R	123	81		204	272
Miminigash.....	10	R	95	78	2	175	225
Alberton East (Est).....	11	R	110	66		176	227
“ West (Ouest).....	12	R	118	80		198	273
Brooklyn.....	13	R	127	30		157	186
Elmsdale.....	14	R	99	89	1	189	254
Campbellton.....	15	R	82	100	1	183	232
Bloomfield.....	16	R	138	96		234	296
Oyster Creek.....	17	R	129	70	1	200	256
O'Leary North (Nord).....	18	R	129	91		220	259
“ South (Sud).....	19	R	132	50	1	183	214
Cape Wolfe..... A-L	20	R	100	89		169	215
“ M-Z	20	R	87	32		119	162
Hamilton Road West (Ouest).....	21	R	135	62		197	238
“ East (Est).....	22	R	93	48		141	170
Brae.....	23	R	133	154		287	350
West Devon.....	24	R	137	67		204	245
Conway.....	25	R	185	98		283	353
Ellerslie.....	26	R	102	47	1	150	182
“ East (Est).....	27	R	71	86		157	193
Tyne Valley.....	28	R	125	89	1	215	303
Victoria West (Ouest).....	29	R	124	92		216	229
St. Gilberts.....	30	R	98	95	1	194	244
Arlington.....	31	R	141	115	2	258	299
Wellington.....	32	R	90	103	1	194	220
Central, Lot 16.....	33	R	163	55	1	219	260
Egmont Bay.....	34	R	116	146	1	263	316
Cape Egmont.....	35	R	73	81	1	155	194
Fifteen Point.....	36	R	80	103		183	220
St. Nicholas.....	37	R	50	42		92	98
Miscouche.....	38	R	130	125	2	257	273
St. Eleanor's.....	39	R	181	80		261	304
Summerside West (Ouest).....	40	R	168	164		332	384
Summerside.....	41	R	151	133		284	326
“ Centre.....	42	R	239	144		383	521
“ East (Est).....	43	R	207	163	4	374	449
Traveller's Rest.....	44	R	127	79	2	208	270
Indian River.....	45	R	151	97		248	286
Indian River.....	46	R	102	82	1	185	216
Princetown & Royalty.....	47	R	136	111		247	299
Spring Valley.....	48	R	95	73	1	169	202
Kensington West (Ouest).....	49	R	162	121		283	324
“ East (Est).....	50	R	182	82		264	318
North Bedeque.....	51	R	107	72	2	181	220
Freetown.....	52	R	146	73	2	221	263
Centreville East (Est).....	53	R	57	65		122	158
“ West (Ouest).....	54	R	154	89		243	291
Newton.....	55	R	81	87	1	169	217
Kenkora.....	56	R	109	103		212	266
Searletown.....	57	R	68	58		126	169
Albany.....	58	R	74	103	7	184	225
Borden.....	59	R	51	102		153	217
Cape Traverse.....	60	R	128	115		243	257
Tryon West (Ouest).....	61	R	119	78		197	255
“ East (Est).....	62	R	126	52		178	228
Totals—Totaux.....	63		7,362	5,641	39	13,042	16,020

Majority for  
Majorité pour } Alfred E. MacLean, 1,721.

## QUEENS

Population—1921, 36,650

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Harold Jenkins	John Albert Messervy	John Howard Myers	Hon. John Ewen Sinclair					
Long River.....	1	R	88	24	23	88			223	126	
Irishtown.....	2	R	89	75	79	92			335	191	
French River.....	3	R	99	81	81	101			362	209	
Clinton.....	4	R	103	66	81	113			363	208	
Clifton.....	5	R	53	39	44	56			192	107	
North Granville.....	6	R	58	90	94	59			301	164	
South Granville.....	7	R	65	46	48	73	1		233	134	
Hope River.....	8	R	119	140	136	114			509	292	
Hazel Grove.....	9	R	63	62	63	64			252	144	
Stanchel.....	10	R	53	82	80	53	1		269	157	
Springfield.....	11	R	72	116	126	84	1		399	234	
Breadalbane.....	12	R	100	92	94	106			392	242	
Westmoreland.....	13	R	78	65	65	71			279	169	
Crapaud.....	14	R	75	61	62	73			271	151	
Victoria.....	15	R	102	62	70	96			330	185	
Melville.....	16	R	83	113	119	85			400	236	
Emyvale.....	17	R	72	75	82	71	3		303	174	
Green Road.....	18	R	74	38	41	72			225	125	
Bonshaw.....	19	R	111	77	87	108			383	221	
Mayfield.....	20	R	111	107	107	108			433	242	
New Glasgow.....	21	R	100	49	48	103			300	171	
Hunter River.....	22	R	102	113	112	105			432	252	
North Rustico.....	23	R	65	110	113	60			348	205	
“.....	24	R	69	79	78	72	2		300	171	
South Rustico.....	25	R	50	85	82	47			264	141	
Cymbria.....	26	R	32	62	57	28			179	109	
Wheatley River.....	27	R	87	158	153	77			475	288	
North Wiltshire.....	28A	R	90	48	47	85			270		
“.....	28B	R	75	56	58	71	1		261	310	
Brookfield.....	29	R	56	37	39	59	3		194	114	
New Haven.....	30	R	129	84	91	125	1		430	245	
Riverdale.....	31	R	87	63	65	85			300	163	
Milton.....	32	R	88	108	106	86			388	244	
North River.....	33	R	113	52	49	111			325	212	
Cornwall.....	34	R	114	60	63	116			353	196	
Nine Mile Creek.....	35	R	80	44	43	76			243	150	
Rocky Point.....	36	R	60	71	71	60			262	145	
St. Catharines.....	37	R	107	73	76	101			357	200	
Brackley Point Road.....	38A	R	106	68	68	105			347		
“.....	38B	R	86	56	55	84			281	374	
Brackley Point.....	39	R	144	36	39	140	1		360	203	
Covehead.....	40	R	114	88	101	108			411	227	
Pleasant Grove.....	41	R	32	38	45	31			146	85	
Little York.....	42	R	135	108	117	125			485	285	
Bedford.....	43	R	96	67	74	79	2		318	203	
Corran Ban.....	44	R	66	67	65	68			266	146	
Tracadie.....	45	R	101	71	77	94	1		344	203	
Mount Stewart.....	46	R	124	106	114	113			457	251	
Pisquid.....	47	R	97	69	69	98			333	184	
Monaghan.....	48	R	80	85	82	75			322	193	
Fort Augustus.....	49	R	71	61	59	62			253	150	
Johnstons' River.....	50	R	123	116	114	108			461	272	
Mount Herbert.....	51	R	75	66	68	69			278	182	
Southport.....	52	R	121	99	104	108	6		438	261	
Pownal.....	53	R	141	47	45	132			365	205	
Pownal East (Est).....	54	R	115	62	56	105	1		339	195	
Avondale.....	55	R	78	52	54	77	2		263	154	
Cherry Valley.....	56	R	102	106	96	91			395	256	
Vernon River.....	57A	R	47	79	80	45			251	126	
“.....	57B	R	86	55	51	88			280	143	
Grand View North (Nord)....	58	R	69	64	66	68	1		268	170	
“..... South (Sud).....	59	R	59	43	46	54			202	116	
Caledonia.....	60	R	42	72	69	37			220	139	
Orwell Cove.....	61	R	83	95	93	79			350	190	



## QUEENS—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Harold Jenkins	John Albert Messervy	John Howard Myers	Hon. John Ewen Sinclair					
Eldon East (Est).....	62	R	44	47	49	40	1	181	104		
“ West (Ouest.).....	63	R	93	87	85	93	358	216			
Point Prim.....	64	R	70	84	81	67	302	187			
Belle River.....	65A	R	81	75	73	79	308	175			
“.....	65B	R	72	53	54	74	253	150			
Wood Islands.....	66	R	108	84	81	98	371	243			
Charlottetown.....	A-Mc 68	U	119	135	123	106	1	484	295		
“.....	M-Z 68	U	77	78	80	71	306	185			
“.....	A-Mc 69	U	98	107	106	92	2	405	229		
“.....	M-Z 69	U	66	65	66	63	260	149			
“.....	A-Mc 70	U	85	105	94	80	364	223			
“.....	M-Z 70	U	76	83	79	70	308	186			
“.....	A-Z 71	U	86	120	125	84	1	416	249		
“.....	A-Mc 72	U	71	105	105	66	347	216			
“.....	M-Z 72	U	48	49	47	45	189	119			
“.....	A-Z 73	U	103	111	107	97	2	420	244		
“.....	A-Mc 74	U	104	109	95	96	6	410	247		
“.....	M-Z 74	U	78	84	75	74	311	176			
“.....	A-Mc 75	U	91	84	77	82	1	335	201		
“.....	M-Z 75	U	65	60	52	61	238	144			
“.....	A-L 76	U	78	103	102	67	1	351	218		
“.....	Mc-Z 76	U	77	90	85	66	1	319	203		
“.....	A-G 77	U	132	86	86	125	429	267			
“.....	H-M 77	U	101	81	79	97	358	290			
“.....	N-Z 77	U	151	105	102	141	1	500	216		
“.....	A-G 78	U	80	107	106	76	1	370	220		
“.....	H-N 78	U	114	83	90	103	390	234			
“.....	O-Z 78	U	93	67	60	92	312	187			
“.....	A-Mc 79	U	142	141	131	138	552	339			
“.....	M-Z 79	U	102	81	81	98	362	222			
“.....	A-D 80	U	118	91	88	107	2	406	253		
“.....	E-L 80	U	101	116	118	91	426	269			
“.....	Mc-P 80	U	118	114	110	112	1	455	269		
“.....	Q-Z 80	U	87	108	103	86	384	234			
Royalty East (Est).....	A-L 81	R	95	104	102	87	388	240			
“.....	M-Z 81	R	111	92	94	101	2	400	262		
Royalty West (Ouest).....	82	R	92	81	81	88	342	204			
Advance (Provisoire).....		U	14	10	11	15	50				
Totals—Totaux.....	102		9,006	8,124	8,123	8,625	50	33,928	*20,005		

Majority for } Robert Harold Jenkins over (sur) { John Albert Messervy, 882.  
Majorité pour } John Howard Myers, 883.

Majority for } Honourable John Ewen Sinclair over (sur) { John Albert Messervy, 501.  
Majorité pour } John Howard Myers, 502.

\*Each voter could vote for two candidates—Chaque électeur pouvait voter pour deux candidats.

## SASKATCHEWAN

ASSINIBOIA

Population—1926, 37,854

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Samuel Burchill	Joseph Hill	Robert McKenzie			
Winlaw.....	1	R	40	31	37		108	125
Workman.....	2	R	55	18	33		106	171
Goshen.....	3	R	52	9	13	1	75	104
Meridian.....	4	R	9	24	16	2	51	129
Scout Hill.....	5	R	10	26	46	2	84	136
McColl's.....	6	R	0	34	22		56	74
Ernewein's.....	7	R	7	8	10		23	35
Roscoe.....	8	R	17	9	41	1	68	76
Osbox.....	9	R	21	85	68		174	253
Florence.....	10	R	23	27	5		55	67
Carnduff.....	11A	R	21	58	80	2	161	178
".....	11B	R	17	57	61		135	163
Carievale.....	12	R	29	64	66		159	212
Gainsborough.....	13	R	25	59	78		162	234
".....	14	R	11	16	24		51	63
Carievale.....	15	R	40	19	53		112	158
Carnduff.....	16	R	25	50	69		144	160
Glen Ewen.....	17	R	18	58	53		129	179
Oxbox.....	A-L	R	14	75	74	3	166	196
".....	M-Z	R	13	51	58		122	167
Alameda.....	19	R	114	37	16	1	168	181
Frobisher.....	A-L	R	30	19	47		96	126
".....	M-Z	R	21	34	42		97	116
Cateville.....	21	R	33	29	39		101	130
Douglaston.....	22	R	55	13	0		68	87
Auburnton.....	23	R	44	22	22	1	89	112
Palestine.....	24	R	6	20	1		27	41
Oakley.....	25	R	16	27	32		75	100
Thunder Creek.....	26	R	49	11	17		77	106
Fern.....	27	R	18	20	8		46	78
Alameda Town (Ville).....	28	R	43	53	39		135	144
Antler.....	29	R	86	29	78	1	194	228
Bellegarde.....	30	R	1	1	81		83	106
Silverdale.....	31	R	26	10	16		52	77
Fertile.....	32	R	4	1	39		44	75
Storthoaks.....	33	R	8	46	101		155	197
Nottingham.....	34	R	11	30	23	1	65	103
Alida.....	35	R	17	20	42		79	96
Cantal.....	36	R	6	4	76	3	89	135
Redvers.....	37	R	42	26	92		160	209
".....	38	R	48	37	18		103	155
Wauchope.....	39	R	35	36	89		160	224
Manor.....	40A	R	23	60	24		107	149
".....	40B	R	32	72	28		132	153
Cannington Manor.....	41	R	28	39	40		107	133
Carlyle.....	42	R	66	34	33	1	134	193
".....	43	R	80	29	30	2	141	202
".....	44	R	30	51	88		169	208
Dalesboro.....	45	R	65	18	44		127	141
Willmar.....	46	R	75	29	23	1	128	147
Arcola.....	47	R	107	22	39		168	212
".....	48	R	32	35	51		108	159
".....	49	R	24	52	75	1	152	192
".....	50	R	28	40	63		131	151
Kisbey.....	51	R	29	36	70		135	181
".....	51	R	16	28	37		81	121
".....	52	R	40	29	35		104	166
Forget.....	53	R	4	28	115		147	189
".....	54	R	15	17	61		93	149
Wilberforce.....	55	R	36	17	44		97	155
Browning.....	56	R	30	20	15		65	81
Portal.....	57	R	2	84	32		118	135
Roche Perceé.....	58	R	40	51	74		165	190



ASSINIBOIA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Samuel Burchill	Joseph Hill	Robert McKenzie			
Wood End.....	59	R	37	15	19	1	72	107
Madigan.....	60	R	10	3	41		54	78
Kolke.....	61	R	5	2	30		37	48
Outram.....	62	R	13	11	25		49	60
Estevan.....	63	R	14	31	51	2	98	124
Shand.....	64	R	5	8	33		46	58
Black Diamond.....	65	R	9	46	62		117	155
Bienfait.....	66	R	12	126	102	1	241	319
Hirsch.....	67	R	3	19	60	1	83	96
Kingsford.....	68	R	19	39	52		110	136
Mizpah.....	69	R	21	23	27		71	96
Hitchcock.....	70	R	6	12	42		60	72
Macoun.....	71	R	41	57	81		179	222
Thorson.....	72	R	28	10	18		56	81
Côté.....	73	R	7	7	60		74	114
Mooney's.....	74	R	3	4	52	4	63	70
Landeau.....	75	R	10	7	28		45	81
Steelman.....	76	R	0	18	53		71	76
Sinclair.....	77	R	16	2	36		54	79
Lampman.....	78	R	13	45	99	3	160	197
Grimes.....	79	R	4	13	39		56	81
Benson.....	80	R	27	22	66		115	152
Viewfield.....	81	R	14	34	26		74	93
Bromstead.....	82	R	23	8	22		61	66
Estevan.....	A-L 83	R	6	64	87		157	194
".....	M-Z 83	R	10	44	84		138	174
".....	84A	R	10	65	67	1	143	187
".....	84B	R	8	59	77		142	162
".....	85	R	3	91	110	4	208	270
".....	86	R	4	34	13		51	73
Alva.....	87	R	29	16	54		99	111
Huntoon.....	88	R	32	20	29		81	110
Stroughton.....	89	R	17	26	57		100	107
".....	90	R	16	21	32		69	101
".....	91	R	13	70	86		169	185
Froude.....	92	R	35	58	65		158	184
Heward.....	93	R	49	25	133		207	260
Hillhurst.....	94	R	33	10	36	1	80	101
Seguin.....	95	R	51	6	36		93	117
Creelman.....	96	R	47	68	102	1	218	264
Grieff.....	97	R	28	26	43		97	121
Heron.....	98	R	8	6	44	1	59	82
Ryerson.....	99	R	19	14	35		68	74
Mair.....	100	R	33	2	37		72	96
Parkman.....	101	R	29	8	50		87	121
Maryfield.....	102	R	45	46	66		187	264
".....	103	R	4	32	22		58	88
Fairlight.....	104	R	37	82	107		226	260
Walpole.....	105	R	27	50	84	2	163	197
Kelso.....	106	R	40	9	16		65	83
Glen Adelaide.....	107	R	24	37	39		100	115
Wawota.....	A-L 108	R	18	60	61	1	140	173
".....	M-Z 109	R	32	55	67		154	175
Dumas.....	110	R	0	5	81		86	95
Highview.....	111	R	10	28	77		115	135
Fletwode.....	112	R	11	12	35		58	75
Moose Valley.....	113	R	1	16	30		47	69
Warmley.....	114	R	50	10	8		68	96
Handsworth.....	115	R	5	4	23		32	38
Glenwerry.....	116	R	43	7	58		108	155
Shirkie.....	117	R	10	7	15		32	60
Totals—Totaux.....	124		3,137	3,845	6,066	46	13,094	16,956

Majority for  
Majorité pour } Robert McKenzie over (sur) { Joseph Hill, 2,221.  
Samuel Burchill, 2,929.

## NORTH BATTLEFORD

Population—1926, 38,829

Polling Divisions — Arrondissements de scrutin			Bailots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Edwin Long C	Cameron Ross McIntosh L			
McMillan.....	1	R	11	24		35	58
Nolin.....	2	R	40	19	1	60	122
Mount Hope.....	3	R	7	17		24	65
Whitewood Hills.....	4	R	6	18		24	51
Victoria.....	5	R	5	27		32	103
Forest Hall.....	6	R	15	26		41	105
North Battleford (Rural).....	7	R	20	23		43	81
Riverside.....	8	R	33	129	1	163	185
Brada.....	9	R	25	16		41	86
Lakeside.....	10	R	13	17		30	54
Roeliffe.....	11	R	15	15		30	42
Denholm.....	12	R	45	53		98	121
Blenheim.....	13	R	7	22		29	37
Boundary.....	14	R	15	16		31	60
North Battleford City (Cité).....	15	R	45	60	1	106	150
“ “.....	16	R	87	71		158	254
“ “.....	17	R	94	80	2	176	267
“ “.....	18	R	69	61		130	267
“ “.....	19	R	77	94	3	174	262
“ “.....	20	R	41	46	1	88	111
“ “.....	21	R	41	59	1	101	153
“ “.....	22	R	96	115		211	308
“ “.....	23	R	30	38	3	71	148
Turtle River.....	24	R	35	28		63	75
Prince.....	25	R	17	49		66	117
Glenrose.....	26	R	13	46		59	122
Round Hill.....	27	R	14	36		50	125
Hatherleigh.....	28	R	6	36		42	76
Lorenzo.....	29	R	3	25		28	82
Misterton.....	30	R	11	6		17	55
Mullingar.....	31	R	30	12	1	43	58
Square Hill.....	32	R	4	25		29	84
Meota.....	33	R	49	116		165	184
Cavalier.....	34	E	18	43		61	102
White Mud.....	35	R	5	38		43	74
Jackfish.....	36	R	10	39		49	64
Cochin.....	37	R	13	50	4	67	113
Molewood.....	38	R	3	6		9	77
Hyde Park.....	39	R	8	14		22	80
Rabbit Lake.....	40	R	5	33	1	39	107
Meeting Lake.....	41	R	21	38		59	90
St. Elmo.....	42	R	15	14		29	39
Norberry.....	43	R	19	34	1	54	114
Anderson.....	44	R	5	20		25	52
Artichoke.....	45	R	9	32		41	83
Glenbush.....	46	R	14	20		34	74
Park Bluff.....	47	R	4	20		24	60
Enos.....	48	R	4	33		37	80
Minnehaha.....	49	R	11	26		37	93
Stony Lake.....	50	R	22	46		68	106
Maiden Lake.....	51	R	18	42		60	114
McLeod Lake.....	52	R	13	33		46	73
Medstead.....	53	R	7	27		34	83
Carrollton.....	54	R	11	41		52	73
Hawkins.....	55	R	23	33		56	82
Allaire.....	56	R	7	16		23	60
Belbutte.....	57	R	0	11		11	18
Birch Lake.....	58	R	6	21		27	70
Turtle Lake.....	59	R	10	21		31	51
Nault.....	60	R	4	33		37	58
Midnight Lake.....	61	R	7	22		29	47
Turtle River West (Ouest).....	62	R	32	23		55	123
Vawn.....	63	R	12	44		56	83
St. Hippolyte.....	64	R	3	57	1	61	155
Edam.....	65	R	22	78		100	218



## NORTH BATTLEFORD—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Edwin Long	Cameron Ross McIntosh			
Poplar Dell.....	66	R	33	37		70	157
Dulwich.....	67	R	13	32		45	63
Daysville.....	68	R	31	24		55	93
Mervin.....	69	R	84	95		179	245
West Hazel.....	70	R	14	26		40	79
Paradise Hill.....	71	R	15	40		55	86
Warnock.....	72	R	4	31		35	82
Turtleford.....	73	R	67	69		136	210
Turtle Grove.....	74	R	29	29		58	84
Live Long.....	75	R	9	37		46	65
Deer Run.....	76	R	12	17	1	30	47
Cleaves.....	77	R	10	43		53	102
Emmaville.....	78	R	10	26	1	37	62
LeClair.....	79	R	17	71		88	115
Frenchman's Butte.....	80	R	14	17		31	44
Charlotte.....	81	R	3	69		72	131
Englishman's River.....	82	R	9	51		60	68
Spruce Lake.....	83	R	65	65		130	165
Island Lake.....	84	R	9	46		55	67
Cuffley.....	85	R	35	22		57	103
Moose Head.....	86	R	11	7		18	34
Brightsand.....	87	R	4	37		41	69
Stowlea.....	88	R	17	34		51	88
St. Walburg.....	89	R	70	104		174	265
Glenbogie.....	90	R	26	41	2	69	89
Red Cross.....	91	R	17	48		65	97
Grassy Lake.....	92	R	3	14		17	24
Fort Pitt.....	93	R	21	31		52	102
Harlan.....	94	R	10	24		34	37
Onion Lake.....	95	R	17	41		58	62
Loon Lake.....	96	R	5	25		30	104
Ile à la Crosse.....	103	R	5	48		53	390
La Plonge.....	104	R	5	35		40	90
Pegasus.....	107	R	14	25		39	123
Rabbit River.....	108	R	9	13		22	64
Meadow Lake South (Sud).....	109	R	6	4		10	32
Meadow Lake.....	110	R	48	124		172	241
Island Hill.....	111	R	5	17		22	70
Green Lake.....	113	R	9	32		41	143
Sled Lake.....	114	R	†	†			49
Head Stony Lake.....	116	R	1	5		6	21
Witcheakan.....	117	R	23	58		81	120
Parker.....	118	R	7	16		23	44
Shell River.....	119	R	1	36		37	63
Belivieu.....	120	R	5	16		21	82
Mildred.....	121	R	0	11		11	45
Shell Lake.....	122	R	13	31		44	119
Paddling Lake.....	123	R	8	45		53	93
Iroquois.....	124	R	3	4		7	54
Moon Hill.....	125	R	5	25		30	107
Sich.....	126	R	6	38		44	127
Krydor.....	127	R	15	106	2	123	238
Greystone.....	128	R	3	68		71	129
Scott School.....	129	R	4	19	3	26	78
Great Deer.....	130	R	5	63	2	70	155
Halcyonia.....	131	R	14	48		62	132
Borden.....	132	R	60	65	1	126	158
Turtle Lake South (Sud).....	133	R	11	25		36	55
Radisson.....	134	R	10	21		31	72
".....	135	R	49	102		151	268
Hopewell.....	136	R	13	49		62	133
Maymont.....	137	R	40	76		116	138
".....	138	R	22	38	1	61	91

† No poll held—Le scrutin n'a pas été tenu.

## NORTH BATTLEFORD—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Edwin Long	Cameron Ross McIntosh			
Fielding.....	139	R	73	46		119	159
Scottville.....	140	R	9	35		44	100
Wheat Heart.....	141	R	8	31	1	40	125
Barabach.....	142	R	6	54	2	62	109
Slava.....	143	R	4	44		48	119
Hillsborough.....	144	R	0	28		28	50
Grey School.....	145	R	23	62		85	112
Ruddell.....	146	R	40	42		82	123
Badger Bluff.....	147	R	23	52	1	76	136
Richard.....	148	R	29	83		112	164
Speers.....	149	R	52	74	2	128	162
Hafford.....	150	R	27	126	1	154	233
Redberry.....	151	R	5	104	1	110	217
Langley.....	152	R	7	35		42	91
Keatley.....	153	R	65	24		89	121
Oldbury.....	154	R	13	45		58	83
Whitkow.....	155	R	4	68		72	152
Turberville.....	156	R	10	28		38	57
Alticane.....	157	R	12	6		18	43
Albertown.....	158	R	2	29		31	60
Bahniuk.....	159	R	2	46		48	103
Lorenzo School.....	160	R	5	26		31	137
Ravenhead.....	161	R	2	22		24	86
Howard.....	162	R	6	54		60	109
Mayfair.....	163	R	14	10		24	64
North Battleford Advance (Provisoire).....		R	26	24		50	
Totals—Totaux.....	154		2,950	6,147	42	9,139	16,468

Majority for  
Majorité pour } Cameron Ross McIntosh, 3,197.



## HUMBOLDT

Population—1926,41,132

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Albert Frederick Totzke	Edward Sexton Wilson			
Kandahar.....	1	R	81	20	2	103	152
Dafoe.....	2	R R	36	41		77	128
Jansen.....	3	R R	112	25		137	215
Prairie Rose.....	4	R R	31	7		38	72
Esk.....	5	R R	55	5		60	214
Drake.....	6	R R	39	11		50	201
Lanigan.....	7	R R	83	54	1	138	176
".....	8	R R	34	12	2	48	113
Bloomfield.....	9	R R	9	10		19	85
Guernsey.....	10	R R	66	34		100	145
Cressman.....	11	R R	25	1		26	163
Eltham.....	12	R R	31	7		38	166
Morrison.....	13	R R	42	15		57	161
Young.....	14	R R	132	68	3	203	265
Manitou Beach.....	15	R R	13	7	1	21	98
Zangwill.....	16	R R	35	10		45	77
Zelina.....	17	R R	135	35		170	240
Simmons.....	18	R R	41	21		62	118
Allan.....	19	R R	156	31		187	239
Forslund.....	20	R R	59	2		61	109
Neely.....	21	R R	22	26		48	93
Viscount.....	22	R R	126	88	3	217	292
Plunkett.....	23	R R	42	14		56	146
Brithdir.....	24	R R	14	3		17	103
Duffville.....	25	R R	32	29		61	157
Attica.....	26	R R	17	11		28	127
Sinnett.....	27	R R	67	4		71	124
Leroy.....	28A	R R	12	31		43	110
".....	28B	R R	4	5		10	61
Nealdale.....	29	R R	10	11		21	140
Big Quill Lake.....	30	R R	19	13		32	61
Islay.....	31	R R	8	26		34	145
Watson.....	32	R R	44	13		57	107
".....	33	R R	69	50	4	123	158
Martin.....	34	R R	57	6		63	128
McCulloch.....	35	R R	6	10		16	100
Shady Grove.....	36	R R	38	24		62	93
Banner.....	37	R R	51	22		73	129
Burr.....	38	R R	28	34	1	63	110
Hillsley.....	39	R R	28	43		71	158
Auckland.....	40	R R	48	7		55	98
Rutan.....	41	R R	30	18	1	49	187
Colonsay.....	42	R R	96	22		118	210
Elstow.....	43	R R	68	51		119	175
North Elstow.....	44	R R	19	35		54	104
St-Denis.....	45	R R	55	14		69	115
Beebe.....	46	R R	39	5	1	45	162
Meacham.....	47	R R	90	23	1	114	242
Saxby.....	48	R R	35	12		47	108
Lucasville.....	49	R R	35	8		43	108
Hessledale.....	50	R R	21	2		23	102
McLean.....	51	R R	24	12		36	72
Pain.....	52	R R	79	15		94	204
McIntyre.....	53	R R	53	4		57	165
Peterson.....	54	R R	49	6		55	143
Koob.....	55	R R	31	6		37	115
Carmel.....	56	R R	92	13		105	177
Dixon.....	57	R R	41	30		71	105
Humboldt.....	58	R R	75	26		101	177
".....	59A	R R	82	121		203	276
".....	59B	R R	89	97		186	291
".....	59C	R R	105	98		203	261
Advance (Provisoire).....		R R	16	19		35	
Muenster.....	60	R R	151	24	6	181	237
St-Gregor.....	61	R R	59	10		69	134

## HUMBOLDT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Albert Frederick Totzke	Edward Sexton Wilson			
Englefeldt.....	62	R	85	20		105	194
Vossen.....	63	R	68	5		73	155
Green Meadow.....	64	R	40	12		52	138
Lake Edward.....	65	R	18	44		62	151
Spalding.....	66	R	76	46	2	124	159
Laurier.....	67	R	20	24		44	118
Annaheim.....	68	R	128	12		140	173
Marysburg.....	69	R	113	6	3	122	186
Fulda.....	70	R	98	3		101	167
Keller.....	71	R	31	3		34	86
Bruno.....	72A	R	88	8		96	161
".....	72B	R	89	19		108	168
Dana.....	73	R	68	14		82	195
Thiel Krentz.....	74	R	25	2		27	100
Bremen.....	75	R	47	2		49	92
Prud'homme.....	76	R	226	19	1	246	309
Vonda.....	77A	R	85	18		103	186
".....	77B	R	75	21		96	158
Steinbach.....	78	R	15	12		27	118
Aberdeen.....	79	R	100	23		123	232
Fish Creek.....	80	R	80	17		97	173
McGregor.....	81	R	26	23		49	199
Florek.....	82	R	81	3		84	162
Forner.....	83	R	40	0		40	152
Leofeld.....	84	R	30	1		31	68
Cudworth.....	85	R	147	16		163	265
Duerr.....	86	R	31	0		31	65
Willmont.....	87	R	38	0		38	73
Lake Lenore.....	88	R	172	24		196	250
Byng.....	89	R	49	26		75	122
Naicam.....	90	R	78	84		162	206
Olson.....	91	R	54	56		110	246
Lac Vert.....	92	R	50	56	2	108	168
Pleasantdale.....	93	R	33	70		103	175
Kermarie.....	94	R	37	8		45	113
Daylesford.....	95	R	59	36		95	231
Verndale.....	96	R	21	18		39	136
Middle Lake.....	97	R	22	30		52	115
Pilger.....	98	R	63	19		82	152
St-Benedict.....	99	R	57	7		64	137
Hoodoo.....	100	R	33	3		36	96
Leofnard.....	101	R	31	1		32	110
Horodenko.....	102	R	47	10		57	141
Poltawa.....	103	R	31	9	2	42	110
Alvena.....	104	R	40	48	4	92	191
Vladmir.....	105	R	28	11	2	41	86
Totals—Totaux.....	111		6,264	2,447	42	8,753	16,835

Majority for } Albert Frederick Totzke, 3,817.  
Majorité pour }



## KINDERSLEY

Population—1926, 31,832

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Archibald M. Carmichael	John Albert Dowd			
On a recount—(Sur un nouveau dépouillement)							
Court.....	1	R	18	27	1	46	76
Antelope Park.....	2	R	16	21	1	38	58
Loverna.....	3	R	95	62		157	177
Pizarro.....	4	R	37	24		61	83
Alsask.....	5	R	92	99	2	193	215
Merid.....	6	R	21	27		48	57
Glen Almond.....	7	R	22	34		56	95
Eyre.....	8	R	27	22		49	77
Masonville.....	9	R	33	10		43	66
Josephine.....	10	R	25	8		33	55
Waynfleet.....	11	R	14	11		25	38
Connell's Corners.....	12	R	8	2		10	27
Ross Moir.....	13	R	13	1		14	19
Mantario.....	14	R	63	10		73	82
Marengo.....	15	R	34	117		151	182
Hoosier.....	17	R	61	46		107	142
Umphrey.....	18	R	26	2		28	46
Fusilier.....	19	R	24	12		36	46
Major.....	20	R	49	24	1	74	88
Martin.....	21	R	33	3		36	38
Dewar Lake.....	22	R	40	12		52	55
Huron.....	23	R	27	29		56	88
Flaxcombe.....	24	R	62	71		133	183
Johnston.....	25	R	39	5		44	58
La Porte.....	26	R	24	28		52	69
Royal Canadian.....	27	R	32	2		34	45
Gorefield.....	28	R	21	6		27	43
Rankin.....	29	R	19	9		28	54
Corfield.....	30	R	26	27	1	53	66
Eatonia.....	31	R	61	83	1	145	203
Warrior.....	32	R	47	14		61	80
Pinkham.....	33	R	80	51		131	170
South Smiley.....	34	R	24	9	1	34	48
North Smiley.....	35	R	43	46		89	110
Joffre.....	36	R	5	19	3	27	45
Superb.....	37	R	24	34	1	59	73
Ashford.....	38	R	13	10	1	24	38
Driver.....	40	R	40	18	2	60	64
Awde Hill.....	41	R	69	12	2	83	105
Fairmount.....	42	R	50	31		81	107
Stony Vista.....	43	R	42	9		51	69
Holbeck.....	45	R	46	32	1	79	87
Teepee.....	46	R	17	39		56	74
Tuscola.....	47	R	22	26		48	74
Glidden.....	48	R	58	30		88	112
South Valley.....	49	R	57	8		65	72
Kindersley.....	50	R	89	81	2	172	604
".....	50A	R	93	84		177	
".....	50B	R	65	93	1	159	
Advance (Provisoire).....		R	2	2		4	
Merrington.....	51	R	31	13		44	63
South Coleville.....	52	R	35	34		69	69
North Coleville.....	53	R	48	55	1	104	110
Elm Point.....	54	R	16	25	1	42	60
Ermine.....	55	R	17	50	1	68	71
Proudvile.....	56	R	14	27		41	49
Killarney.....	57	R	17	20		37	47
Avonhill.....	58	R	36	22		58	71
Bradle.....	59	R	73	54		137	173
Bostonia.....	60	R	31	18		49	49
Madison.....	61	R	50	46		96	122
Code.....	62	R	31	3		34	78
Pioneer Grove.....	63	R	32	8		40	74

## KINDERSLEY—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Archibald M. Carmichael	John Albert Dowd			
Snipe Lake.....	64	R	31	17		48	91
Andewanda.....	65	R	29	31		60	67
Netherhill.....	66	R	75	94	2	171	186
Eagle Lake.....	67	R	20	9		29	48
Mirror.....	68	R	11	26		37	51
Millerdale.....	69	R	24	56		80	97
Sable.....	70	R	7	51	1	59	74
Doddsland.....	71	R	48	103	1	152	177
Druid.....	72	R	43	66	1	110	136
Lakeside.....	73	R	3	49	1	53	83
Minor Lake.....	74	R	22	18	1	41	58
Brook.....	75	R	91	75		166	200
Lovedale.....	76	R	22	7		29	62
Eston.....	77A	R	55	64	2	121	153
".....	77	R	40	57	1	98	160
McElroy.....	78	R	26	16		42	77
Isham.....	79	R	17	26		43	85
Richlea.....	80	R	41	67		108	171
Red Rock.....	81	R	31	14	1	46	62
D'Arcy.....	82	R	42	56	1	99	159
Denehurst.....	83	R	31	14		45	71
Glascow.....	84	R	17	25		42	70
Plenty.....	85	R	55	74		129	170
Peace.....	86	R	25	19	2	46	76
Richloam.....	87	R	32	26		58	85
Stranrear.....	88	R	39	38		77	126
Glengary.....	89	R	21	36		57	77
Kensington.....	90	R	38	7		45	68
Oskaloosa.....	90A	R	18	24		42	61
Fiske.....	91	R	57	49	1	107	176
Bickleigh.....	92	R	43	32		75	133
Plato.....	93	R	39	70		109	127
Darwin.....	94	R	59	7		66	96
Tyner.....	95	R	33	23		56	79
Fundale.....	96	R	16	23		39	56
Neosho.....	97	R	67	9		76	116
Neuve Chappelle.....	98	R	35	15		50	59
Lacadena.....	99	R	41	41		82	97
Greenan.....	100	R	14	48	2	64	87
Belvoir.....	101	R	4	19		23	74
Herschel.....	102	R	52	63	2	117	136
Lawson.....	103	R	45	23	4	72	92
Daisy Hill.....	104	R	34	37		71	88
Gunworth.....	105	R	36	32	1	68	110
Wartime.....	106	R	32	33	2	67	91
West Gap.....	107	R	5	21		27	48
Sanctuary.....	108	R	78	40		118	179
Tuberose.....	109	R	64	55	1	120	147
Horse Butte.....	110	R	90	23	1	93	164
Saskatchewan Landing.....	111	R	34	55	1	90	90
Kyle.....	112	R	80	53		133	178
Clearwater.....	113	R	43	23		66	94
East Gap.....	114	R	12	18	1	31	52
Elrose.....	115	R	90	73	1	164	214
Hughton.....	116	R	75	79	1	155	227
Hester.....	117	R	11	13		24	33
South Dean.....	118	R	12	3		15	35
Neasden.....	120	R	42	12	1	55	60
Alford.....	121	R	9	10	21	40	79
Forgan.....	122	R	55	29	1	85	124
Wiseton.....	123	R	84	40		124	176
Sawyer.....	124	R	55	21	3	79	128
Coteau Plains.....	125	R	10	20	1	31	43
Kirby.....	126	R	20	30		50	68
Beechy.....	127	R	74	51	3	128	196



## KINDERSLEY—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Archibald M. Carmichael	John Albert Dowd			
Buffalo Basin.....	128	R	29	15		44	67
Inverarity.....	129	R	0	15		15	38
Steeldale.....	130	R	33	14		47	130
Dinsmore.....	131	R	88	132		220	260
Abermule.....	132	R	11	30		41	91
Rossduff.....	133	R	22	67	11	100	153
Pearson.....	134	R	10	41		51	88
Arkenneth.....	135	R	19	37	1	57	60
Bernard.....	136	R	31	40	1	72	96
Demaine.....	137	R	27	81		108	137
Lucky Lake.....	138	R	43	109	3	155	189
Big Valley.....	140	R	39	31	1	71	74
McRorie.....	142	R	80	46	3	129	180
".....	142A	R	49	67		116	162
Birsay.....	143	R	54	61	2	117	189
Dunblane.....	144	R	68	82	2	152	300
Elbow Bridge.....	145	R	0	22		31	44
Tullis.....	146	R	35	62		97	127
Green Briar.....	147	R	13	57	2	72	99
New Hazelton.....	148	R	17	92	4	113	178
Totals—Totaux.....	148		5,540	5,326	115	10,981	15,120

Majority for  
Majorité pour } Archibald M. Carmichael, 214.

## LAST MOUNTAIN

Population—1926, 35,608

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Russell Fansher	William Anderson MacFarlane			
On a recount (Sur un nouveau dépouillement)							
Craven.....	1	R	56	43		99	165
Kilshannon.....	2	R	54	41	1	96	142
Loon Creek.....	3	R	27	45	4	76	96
Wheatwyn.....	4	R	21	68	3	92	108
Fairy Hill.....	5	R	14	85	3	102	128
Glenbrae.....	6	R	25	52	2	79	131
Longlaketon.....	7	R	17	64		81	102
Silton.....	8	R	49	53	1	103	137
Marleton.....	9	R	48	24		72	109
Pengarth.....	10	R	62	33	2	97	145
Gibbs.....	11	R	61	30		91	123
Bulyea.....	12	R	125	72	1	198	235
Earl Grey.....	13	R	47	97	4	148	179
“.....	13A	R	39	72	5	116	141
Southey.....	14	R	31	62	5	98	152
“.....	14A	R	35	90	3	128	160
Markinch.....	15	R	94	92	1	187	231
Cupar.....	16	R	66	66		132	
“.....	16A	R	73	78	1	152	383
Fox Hills.....	17	R	20	39	3	62	96
Gregherd.....	18	R	34	48	2	84	112
West Branch.....	19	R	29	66	7	102	146
Butterton.....	20	R	45	85	1	131	160
Strasbourg.....	21	R	87	91		178	250
“.....	21A	R	88	57		145	237
Ravinside.....	22	R	42	27		69	90
Lake Centre.....	23	R	25	29		54	96
Duval.....	24	R	40	39		79	177
Clapton.....	25	R	42	20	1	63	90
Elbourne.....	26	R	29	44	1	74	77
Oak Lake.....	27	R	31	13		44	80
Arbury.....	28	R	3	67	2	72	172
Marr Hall.....	29	R	12	11		23	135
Arpad.....	30	R	27	10	1	38	81
Eskdale.....	31	R	44	24	1	69	131
Garnock.....	32	R	43	39	4	86	131
Watson.....	33	R	17	33	3	53	78
Ituna.....	34	R	54	104	1	159	182
Morrison.....	35	R	44	43	3	90	106
Jasmin.....	36	R	50	53	2	105	137
Kelliker.....	37	R	86	45	2	133	160
“.....	37A	R	80	50	1	131	166
Le Ross.....	38	R	78	56		134	179
Steele.....	39	R	18	43		61	139
The Forks.....	40	R	18	21	1	40	106
Drinking Creek.....	41	R	12	47		59	79
Last Mountain.....	42	R	45	11		56	87
Swanell.....	43	R	83	8		91	109
Cymric.....	44	R	31	44		75	109
Arlington Beach.....	45	R	43	42		85	122
Taylorboro.....	46	R	48	35		83	91
Govan.....	47	R	105	57	1	163	196
“.....	47A	R	64	57	3	124	155
Clear Lake.....	48	R	74	22		96	108
Lornhill.....	49	R	65	15		80	111
Highclere.....	50	R	60	10	1	71	118
Wolfsheim.....	51	R	14	58	1	73	97
Gordon.....	52	R	52	10	2	64	160
Lestock.....	53	R	86	97	1	184	235
Eastward.....	54	R	70	19		89	101
Walkerville.....	55	R	43	49	1	93	128
Winthorpe.....	56	R	18	101		119	153
Horse Lake.....	57	R	75	26	4	105	131



## LAST MOUNTAIN—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Russell Fansher	William Anderson MacFarlane			
Wilbur.....	58	R	81	31	5	117	150
Marlow.....	59	R	59	18	3	80	97
Westmoor.....	60	R	50	7	2	59	85
Punnichy.....	61	R	73	56	6	135	215
Quinton.....	62	R	22	75	5	102	137
Raymore.....	63	R	96	102	2	200	232
Semans.....	64	R	80	19	1	100	137
".....	64A	R	124	80		204	231
Tate.....	65	R	128	38	1	167	210
Hatfield.....	66	R	45	24	2	71	83
Long Lake.....	67	R	51	22		73	76
Wreford.....	68	R	24	24		48	48
Nokomis.....	69	R	63	81	2	146	188
".....	69A	R	78	70	3	151	199
Lewiswyn.....	70	R	61	25	1	87	111
Dickens.....	71	R	11	8		19	30
Round Plains.....	72	R	59	16	1	76	85
Emerald.....	73	R	61	11		72	85
Ladstock.....	74	R	37	10		47	79
Cuthill.....	75	R	25	66	3	94	175
Malby.....	76	R	21	44	1	66	121
Foam Lake.....	77	R	55	45		100	150
".....	77A	R	45	116	1	162	204
Kelvin Grove.....	78	R	1	57		58	114
Morrisville.....	79	R	42	34		76	140
Birch Creek.....	80	R	22	16		38	102
Wishart.....	81	R	33	24		57	179
Touchwood.....	82	R	13	42	2	57	108
Kutawa.....	83	R	35	20		55	91
Perryville.....	84	R	38	4	1	43	68
Saline Creek.....	85	R	83	15	1	99	116
Richfarms.....	86	R	52	47	1	101	137
Ambassador.....	87	R	30	59	1	90	107
Undora.....	88	R	16	28	2	46	67
Thornfield.....	89	R	21	32		53	49
Lockwood.....	90	R	43	79	1	123	137
Howatt.....	91	R	36	23		59	87
Depew.....	92	R	16	12	2	30	58
Foots.....	93	R	45	102	1	148	186
Big Quill.....	94	R	26	74	4	104	153
Copeland.....	94A	R	32	55	2	89	122
East Lynne.....	95	R	17	39	3	59	112
Rushville.....	96	R	24	24		48	89
Dunning.....	97	R	16	10		26	85
Leslie.....	98	R	56	58		114	211
Poorman.....	99	R	15	16		31	51
Totals—Totaux.....	109		5,080	4,890	146	10,116	14,518

Majority for  
Majorité pour } William Russell Fansher, 100.

## LONG LAKE

Population—1926, 33,280

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Frederick Johnston	William Pound			
Grand Coulee (Rural).....	1	R	30	29	1	60	113
Pense.....	2	R	51	69	3	122	177
".....	2	R	66	54	1	121	177
Belle Plaine.....	3	R	25	27		52	150
Keystown.....	4	R	49	25		74	151
Grand Coulee.....	5	R	77	51	1	129	157
Dundonald.....	6	R	43	19		62	118
Cottonwood.....	7	R	43	39	1	83	103
Fairville.....	8	R	74	38		112	166
Waldorf.....	9	R	34	13		47	102
Vanceburg.....	10	R	31	18		49	96
Disley.....	11	R	102	64	2	168	213
Lumsden (Rural).....	12	R	72	46	2	120	176
Dundee.....	13	R	24	34		58	77
Regina Beach.....	14	R	35	45		80	153
Moorlands.....	15	R	16	17		33	53
Bethune.....	16	R	119	87	1	207	255
Westridge.....	17	R	22	20		42	82
Clarendon School.....	18	R	34	54	5	93	133
Sheppard.....	19	R	4	22		26	62
Findlater.....	20	R	16	48		64	102
Edwards.....	21	R	14	11		25	54
Keddleston.....	22	R	42	24		66	107
Dilke.....	23	R	74	34		108	176
Kenochee.....	24	R	39	115	1	55	87
Chamberlain.....	25	R	56	42		98	156
Spence.....	26	R	15	35		50	74
".....	27	R	53	34	1	88	93
Hustlers.....	28	R	16	36		52	86
Smiths.....	29	R	40	21		61	112
Aylesbury.....	30	R	69	66		135	175
Holdfast.....	31	R	103	50	2	155	222
Lakeside.....	32	R	87	3		90	116
Penzance.....	33	R	105	28	1	134	269
Craik.....	34	R	94	113	5	212	277
".....	34	R	97	92	5	194	216
Eldon.....	35	R	57	19	1	77	200
Woodmere.....	36	R	16	11		27	34
Elbow.....	37	R	72	96		168	176
".....	37	R	62	67	2	131	220
Rosemae.....	38	R	39	13	2	54	89
McGregor.....	39	R	31	6		37	57
Reber.....	40	R	40	19		59	108
Girvin.....	41	R	95	83		178	217
Sunny Knoll.....	42	R	39	32		71	106
Liberty.....	43	R	147	38	2	187	267
Ohio.....	44	R	22	13		35	62
Stalwart.....	45	R	47	70		117	183
Bermuda.....	46	R	32	34		66	117
Trenton.....	47	R	35	20	1	56	80
New Deloraine.....	48	R	48	11		59	113
Davidson.....	49	R	101	52	1	154	479
".....	49	R	108	67		175	
Willner.....	50	R	31	6		37	
Pebble Beach.....	51	R	31	12		43	78
Loreburn.....	52-53	R	107	84		191	255
Bonnie View.....	54	R	26	16		42	68
Strongfield.....	55	R	91	35		126	208
Riverside.....	56	R	24	3		27	105
Grunerud.....	57	R	13	9		22	90
Daveys.....	58	R	25	28		53	115
Hawarden.....	59	R	123	53		176	288
Palmer.....	60	R	21	5		26	47
Bladworth.....	61	R	90	36	3	138	192
".....	61	R	116	32	3	151	186



## LONG LAKE—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Frederick Johnston	William Pound			
Atleys.....	62	R	12	18	.....	30	38
Maple Valley.....	63	R	28	54	.....	82	118
Devil's Creek.....	64	R	31	45	.....	76	161
Imperial.....	65	R	120	133	.....	253	351
Watertown.....	66	R	35	28	.....	63	135
Simpson.....	67	R	112	77	.....	189	312
Elliott.....	68	R	37	8	2	47	106
Smithburg.....	69	R	16	47	1	64	84
Aikens.....	70	R	53	21	.....	74	114
Kenaston.....	71	R	55	76	.....	131	159
Strong.....	72	R	41	23	.....	64	102
Mac.....	73	R	36	10	.....	46	83
Glenside.....	74	R	75	32	.....	107	155
Broderick.....	75	R	64	31	.....	95	137
Nary.....	76	R	25	22	.....	47	124
Hamre.....	77	R	21	6	.....	27	58
Eden Valley.....	78	R	13	23	.....	36	108
White Wings.....	79	R	19	10	.....	29	54
Hanley.....	80	R	89	76	.....	165	268
Crescent View.....	81	R	47	14	3	64	122
Zid.....	82	R	61	39	.....	100	186
McCraney.....	83	R	10	17	.....	27	135
Horseshoe Lake.....	84	R	3	26	1	30	85
Arthur.....	85	R	10	6	1	17	104
Manitou.....	86	R	23	10	.....	33	79
Hillcrest.....	87	R	23	10	.....	33	107
Amazon.....	88	R	28	12	.....	40	139
Venn.....	89	R	73	23	.....	96	189
Watrous.....	90	R	135	104	.....	239	295
".....	90	R	142	80	1	223	331
Renown.....	91	R	24	12	3	39	89
Lumsden.....	92	R	41	47	1	89	112
".....	93	R	42	66	.....	108	130
Totals—Totaux.....	98	.....	5,113	3,599	59	8,771	13,997

Majority for } John Frederick Johnston, 1,514.  
Majorité pour }

## MACKENZIE

Population—1926, '38, 179

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Milton Neil Campbell	John Angus MacMillan			
Duck Mountain.....	1	R	146	29	2	177	227
Bear's Head.....	2	R	59	18		77	132
White Beach.....	3	R	58	28	2	88	261
Maloneck.....	4	R	62	48		110	149
Padola.....	5	R	36	64		100	192
Racing Lake.....	6	R	104	48		152	247
St. Philips.....	7	R	30	63	1	94	189
Arran.....	8	R	60	20		80	83
Pelly.....	9	R	173	72	8	253	297
Sunny Isle.....	10	R	47	26	1	74	76
Swan Plain.....	11	R	54	87	3	144	222
Arabella.....	12A	R	15	20		35	41
".....	12B	R	19	0		19	30
Norquay.....	13	R	111	104	1	216	282
" South (Sud).....	14	R	48	56	1	105	149
Njersda.....	15	R	113	27		140	217
Witouch.....	16	R	45	60		105	204
Moss Lake.....	17	R	35	54	1	93	138
Hyas.....	18	R	84	34	1	127	186
Danbury.....	19	R	54	20		74	139
Glenelder.....	20	R	35	24		59	152
Goldbank.....	21	R	39	25		64	134
Goodhue.....	22	R	82	13	1	96	118
Stenen.....	23	R	190	28	3	221	257
Crystal Lake.....	24	R	36	21		57	109
Amsterdam.....	25	R	39	96	1	136	243
Meadowvale.....	26	R	40	24		64	143
Tiny.....	27	R	15	69	2	86	152
Norway.....	28	R	79	46	3	128	174
Preeceville.....	A-M	R	93	70	4	167	
".....	N-Z	R	55	22	2	79	342
Tadmore.....	30	R	60	44		104	126
Sturgis.....	31	R	129	37		166	233
Cavel.....	32	R	56	31		87	204
Segurdson.....	33	R	7	4		11	15
Halehuk.....	34	R	16	12		28	38
Harris.....	35	R	55	33	1	89	163
Etomimami.....	36	R	103	14	3	120	189
Buchanan South (Sud).....	37	R	68	114		182	299
" North (Nord).....	38	R	72	33	1	106	176
Mitchellview.....	39	R	83	22		105	259
Ketchen.....	40	R	42	28		70	147
Prairie North (Nord).....	41	R	68	22		90	145
Ohrn.....	42	R	13	15	2	30	51
Rockford.....	43	R	24	2		26	46
Miller.....	44	R	12	29	2	43	142
Hazel Dell.....	45	R	16	44	2	62	240
Dobrowoody.....	46	R	3	61		64	127
Rama.....	47	R	71	96		167	306
Boxmore.....	48	R	58	65		123	259
Invermay.....	49	R	104	103		207	262
Silver Springs.....	50	R	17	35		52	101
Thunder Hill.....	51	R	17	19		36	79
Gunn.....	52	R	2	21		23	50
Humphries.....	53	R	5	10		15	31
Lintlaw.....	54	R	86	65	1	152	196
Heatherbank.....	55	R	18	32		50	78
Stonewall.....	56	R	37	4		41	70
Netherton.....	57	R	20	11	1	32	65
White Sand.....	58	R	9	47	1	57	147
Margo.....	59	R	101	54		155	225
Benton.....	60	R	29	31		60	86
Bond.....	61	R	49	21		70	120
Nut Mountain.....	62	R	34	21		55	107
Yellow Quill.....	63	R	27	2		29	46



MACKENZIE—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Milton Neil Campbell	John Angus MacMillan			
Herbert.....	64	R	16	11		27	43
Cluffield.....	66	R	57	14		71	168
Kelvington.....	67	R	136	84		220	297
Summitt.....	68	R	93	10	1	104	153
Bear Lake.....	69	R	28	28	2	58	66
Kuroki.....	70	R	55	47		102	185
Quill Plains.....	71	R	31	55		86	118
Kristness.....	72	R	93	20		113	167
Fishing Lake.....	73	R	28	56		84	120
Sunderland.....	74	R	56	62		118	146
Meadow Bank.....	75	R	78	24		102	120
Pipestone.....	76	R	39	26		65	141
Ottawa.....	77	R	31	57	1	89	141
Nobleville.....	78	R	11	19		30	67
Red Deer.....	79	R	9	7		16	69
Barford.....	80	R	13	18		31	67
Archerwill.....	81	R	11	15		26	86
Nora.....	82	R	8	75	1	84	176
Rose Valley.....	82A	R	49	77	1	127	227
Fosston.....	83	R	16	73	2	91	126
Hendon.....	84	R	56	48	1	105	125
Wadena (Rural).....	85	R	45	42	2	89	134
".....	86A	R	43	103	3	149	199
".....	86B	R	18	62		80	98
" Union Hospital.....	86C	R	4	16		20	24
Elfros.....	87	R	136	54		190	278
Argyle.....	88	R	38	26		64	70
Paswegin.....	89	R	42	43		85	113
Harrow.....	90	R	33	46		79	122
Ponass Lake.....	91	R	16	59	2	77	133
Ridgeway.....	92	R	16	15		31	75
Echo Lake.....	93	R	40	12		52	110
Barrier.....	94	R	25	46		71	105
Gardenie.....	95	R	42	73	1	116	176
Parkvilla.....	96	R	28	47		75	96
Clair.....	97	R	14	102		116	150
Mozart.....	98	R	160	71	12	243	300
Wynyard (Rural).....	99	R	83	48		131	175
Wynyard.....	100A	R	60	125	2	187	228
".....	100B	R	21	106		127	161
Magnusson.....	101	R	39	17		56	79
Middle Quill.....	102	R	25	20		45	61
Quill Lake.....	103	R	153	105		258	282
Westford.....	104	R	66	18		84	105
St. Front.....	105	R	18	59		77	155
Misfeldt.....	106	R	48	10		58	140
Loring.....	107	R	7	15		22	112
Totals—Totaux.....	112		5,701	4,664	93	10,458	16,558

Majority for  
Majorité pour) Milton Neil Campbell, 1,037.

## MAPLE CREEK

Population—1926, 39,444

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Spence	James Beck Swanston			
Rosefield.....	2	R	19	34		53	77
Monchy.....	3	R	37	26		63	60
Diebolt.....	4	R	14	16	1	31	36
Canuck.....	5	R	34	28		62	96
Treelon.....	6	R	35	26		61	98
Beattie.....	7	R	41	5		46	66
Gilberton.....	8	R	40	4		44	59
Lakeside.....	9	R	26	2		28	48
South Claydon.....	10	R	52	5		57	62
Divide.....	12	R	36	15	2	53	55
Yellowstone.....	13	R	57	32		89	115
Supreme.....	14	R	22	4		26	35
Battle Creek.....	15	R	29	16		45	59
Zentner.....	16	R	33	1		34	36
Willow Creek.....	17	R	16	5		21	24
Govenlock.....	18	R	44	16		60	65
Senate.....	19	R	29	7		36	52
Consul.....	20	R	17	31		48	62
Vidora.....	21	R	50	55		105	138
Robsart.....	22	R	122	53		175	210
Chinook.....	23	R	13	52		65	81
Allanby.....	24	R	48	16		64	84
Claydon.....	25	R	33	11		44	51
Echo.....	26	R	40	7		47	68
Frontier.....	27	R	71	39		110	131
Swanson.....	28	R	51	6		57	83
Climax.....	29	R	81	110		191	236
Taber.....	30	R	53	26		79	95
Harrisland.....	31	R	105	58		163	191
Roche Plain.....	32	R	34	38		72	88
Edmond.....	33	R	23	28		51	58
Orkney.....	34	R	46	71		117	126
Maysfield.....	35	R	10	17		27	30
Green.....	36	R	45	29	1	75	84
McCarthy.....	37	R	27	2		29	49
Divide East (Est).....	38	R	51	28		79	120
Coriander.....	39	R	31	22	1	54	66
Val Marie.....	40	R	22	13		35	54
White Mud.....	41	R	30	15	2	47	50
Waldville.....	42	R	53	19	1	73	85
Amelia.....	43	R	43	15		58	88
White Clay.....	44	R	40	14		54	95
Eastbrook.....	45	R	66	20		86	89
Anderson.....	46	R	26	18		44	60
Ravenscraig.....	47	R	77	58		135	205
Oxarat.....	48	R	15	37		52	62
Merry Flat.....	49	R	34	20		54	78
Coulée.....	50	R	26	26		52	84
".....	51A	R	19	14		33	37
Bélanger.....	51	R	18	14		32	54
Crossfell.....	52	R	39	15		54	64
".....	52A	R	9	21		30	48
Klintonel.....	53	R	20	48		68	92
Strong.....	54	R	80	21		101	105
East End.....	55	R	101	100	2	203	250
Peterson.....	56	R	49	15		64	71
Chambray.....	57	R	31	20		51	53
Quennell.....	58	R	30	15		45	63
Hillandale.....	59	R	26	24		50	68
Glen.....	60	R	13	26		39	53
Norge.....	61	R	21	8		29	79
Wallard.....	62	R	18	43		61	90
Buffalo Horn.....	63	R	23	35		58	67
Beaver Valley.....	64	R	37	13		50	71
".....	64A	R	0	4		4	6



## MAPLE CREEK—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Elec teurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Spence	James Beck Swanston			
Rockhill.....	65	R	9	14		23	40
Cloverly.....	66	R	60	29		89	85
South Fork.....	67	R	29	26		55	75
Jumbo Butte.....	68	R	54	19		73	91
Mine Valley.....	69	R	38	38		76	84
Powermine.....	70	R	11	64		75	97
Nummola.....	71	R	33	33		66	90
Grand View.....	72	R	46	10		56	84
Driscoll Lake.....	73	R	58	9		67	83
Westerleigh.....	74	R	5	6		11	47
Warren.....	75	R	9	22		31	69
Pinto River.....	76	R	15	5		20	68
Aneroid South (Sud).....	77	R	39	25		64	94
Quimper.....	78	R	62	8		70	98
McKnight.....	79	R	20	34	1	55	85
Fairy Lake.....	80	R	18	32		50	76
Boule Creek.....	81	R	39	10		49	65
Wise Creek.....	82	R	27	18		45	83
Notukeu.....	83	R	32	23	1	56	69
Grassy Creek.....	84	R	42	35		77	106
Marcliffe.....	85	R	24	94		118	143
Shaunavon West (Ouest).....	86	R	72	285	1	358	436
“ East (Est).....	87	R	62	225	1	288	373
Cliffe.....	88	R	15	90		105	110
Dollard.....	89	R	100	29		129	152
Jones Coulee.....	90	R	10	31		41	56
Antelope Lake.....	91	R	21	26		47	76
Paul.....	92	R	43	4		47	51
Kealey Springs.....	93	R	45	9		54	73
Piapot Creek.....	94	R	7	12		19	31
Brysons.....	95	R	7	21	1	29	54
Young.....	96	R	9	8		17	21
MacKenzie.....	97	R	3	16		19	22
Nuttal.....	98	R	13	6	3	22	33
Grayburn.....	99	R	11	2		13	32
Box Elder.....	100	R	31	7		38	71
Fish Creek.....	101	R	23	11		34	60
Quick.....	102	R	20	7		27	42
Briggs.....	103	R	12	10	1	23	30
Hay Creek.....	104	R	18	14		32	47
Mutrie.....	105	R	19	12		31	50
Skibbereen.....	106	R	23	13		36	49
Manville.....	107	R	28	24		52	69
Stone.....	108	R	45	32		77	101
Garden Head.....	109	R	31	40		71	71
Leitchville.....	110	R	32	47	1	80	93
Polson.....	111	R	31	43		74	102
Inston.....	112	R	69	32		101	124
Scotsguard.....	113	R	78	55		133	157
Admiral.....	114	R	106	72		178	212
Crichton.....	115	R	30	56		86	110
Cadillac.....	116	R	64	106	4	174	208
Gouverneur.....	117	R	90	26		116	140
Ponteix.....	118A	R	86	30	5	121	169
“.....	118	R	102	45	4	151	391
Aneroid.....	119	R	138	87		225	252
McCallum.....	120	R	54	9		63	92
Comfort School.....	121	R	49	3		52	115
Minot.....	122	R	57	10	1	68	85
Bedford.....	123	R	13	20		33	52
Vallée Ste-Claire.....	124	R	25	17	1	43	45
Maxon.....	125	R	45	11		56	57
Esmond.....	126	R	52	15	1	68	87
Georgina.....	127	R	43	8		51	66
Rich Prairie.....	128	R	48	28	1	77	103

## MAPLE CREEK—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Spence	James Beck Swanston			
Aldog.....	129	R	24	31		55	83
String Butte.....	130	R	37	33		70	90
Craig.....	131	R	30	33		63	91
Skull Creek.....	132	R	25	29		54	85
Stillwater.....	133	R	17	18	1	36	55
Caswell.....	134	R	17	14		31	59
Cardell.....	135	R	38	12		50	79
Maple Creek East (Est).....	136	R	111	79		190	225
“ West (Ouest).....	137	R	90	96	2	188	233
Mackid.....	138	R	13	11		24	40
Seroder.....	139	R	18	6	1	25	52
Cummings.....	140	R	10	5		15	30
Fores West (Ouest).....	141	R	49	22		71	86
Kincorth.....	142	R	9	7		16	43
Isabelle.....	143	R	39	6		45	59
Motherwell.....	144	R	19	14		33	45
Waposhoe.....	145	R	27	8	1	36	48
Cross.....	146	R	24	6		30	61
Piapot.....	147	R	39	67		106	118
Sidewood South (Sud).....	148	R	44	9		53	63
Progressive.....	149	R	33	27	1	61	85
Carmichael.....	150	R	59	73	1	133	189
Bench.....	151	R	40	30		70	89
Illerbrun.....	152	R	51	18		69	87
Bone Creek.....	153	R	52	8		60	93
Stone Farm.....	154	R	61	16		77	88
Congress.....	155	R	29	12		41	171
Lac Pelletier.....	156	R	68	11		79	93
Titanic.....	157	R	39	22	1	62	77
Phenoxville.....	158	R	47	25		72	98
Pambrun.....	159	R	38	23		61	116
Vanguard.....	160	R	60	8		68	80
“.....	160A	R	89	45		134	185
“.....	161	R	28	8		36	62
Moundville.....	162	R	31	2		33	86
Neville.....	163	R	136	58	2	196	224
Blumen Hoff.....	164	R	19	23		42	158
Cedar Hills.....	165	R	9	8		17	103
Fossemour.....	166	R	37	19		56	89
Sedderstrom.....	167	R	36	10		46	71
St. Clair.....	168	R	67	26		93	116
Earview.....	169	R	44	27		71	95
Mount Royal.....	170	R	33	21	1	55	70
Stockdale.....	171	R	22	31		53	76
Gull Lake.....	A-H 172	R	60	88		148	178
“.....	I-Z 172A	R	80	119		199	260
Tompkins.....	173	R	33	22	1	56	56
“ Village.....	173A	R	60	78		138	167
Sidewood North (Nord).....	174	R	14	1		15	18
Prairie Star.....	175	R	37	13		50	97
Norge Ridge.....	176	R	43	13		56	65
Sixteen Mile Lake.....	176A	R	18	8		26	32
Draw.....	177	R	13	3		16	31
Elmartha.....	178	R	23	2		25	40
Observation.....	179	R	5	6		11	27
Golden Prairie.....	180	R	20	4		24	31
Big Stick.....	181	R	11	6		17	24
Harnett.....	182	R	10	10		20	24
Saltfleet.....	183	R	8	14		22	26
Valley Centre.....	184	R	27	25		52	86
Antelope.....	185	R	22	54	1	77	142
Verlo.....	186	R	53	32	1	86	125
White Craig.....	187	R	18	21		39	70
North London.....	188	R	21	34		55	63
Vincent Lake.....	189	R	29	21		50	56



## MAPLE CREEK—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote tota.	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Spence	James Beck Swanston			
Keville.....	190	R	11	23		34	43
Jaster.....	191	R	12	2		14	29
Rosenfeldt.....	192	R	23	19		42	61
Cliftonville.....	193	R	32	7		39	44
Kuest.....	194	R	18	24		42	64
Surprise.....	195	R	35	6		41	90
Green Corn.....	196	R	27	5		32	82
Sarchet.....	197	R	12	10	1	23	49
".....	198	R	18	11		29	42
Myrol.....	199	R	16	15		31	39
Pentonville.....	200	R	28	0		28	36
Millie.....	201	R	14	7	1	22	25
Boyer Lake.....	202	R	58	13		71	83
Sletten.....	203	R	61	22		83	137
Hazlet.....	204	R	124	55	1	180	212
Roseray.....	205	R	42	21		63	145
Happy Valley.....	206	R	53	6		59	77
Winterview.....	207	R	42	4		46	56
Bowden.....	208	R	35	11		46	61
Tighe.....	209	R	43	22		65	86
Hoverhill.....	210	R	18	4		22	87
Oasis.....	211	R	19	5		24	76
Progress.....	212	R	17	9		26	77
Totals—Totaux.....	218		8,202	5,772	54	14,028	19,422

Majority for }  
Majorité pour } George Spence, 2,430.

## MELFORT

Population—1926, 38,403

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Herbert Elwood Keown	Malcolm McLean			
Etoimami.....	1	R	16	24		40	63
Hudson Bay Junction.....	2	R	50	99		149	181
Greenbush.....	3	R	10	28		38	82
McElhaney.....	4	R	12	14		26	69
Prairie River.....	5	R	16	25		41	48
Carragana.....	6	R	8	21		29	69
Greenview.....	7	R	7	15		22	37
Copeau.....	8	R	16	5		21	29
North Hyde.....	9	R	9	8		17	42
Bjorkdale.....	10	R	18	24		42	71
McDonald.....	11	R	6	16		22	50
Peesane.....	12	R	26	45		71	125
Speddington.....	13	R	30	45		75	104
Pré Ste-Marie.....	14	R	13	31		44	55
Barker.....	15	R	9	14	1	24	71
Allanville.....	16	R	27	29		56	86
Golburn.....	17	R	39	32		71	123
Crooked River.....	18	R	28	31		59	110
Eldersley.....	19	R	45	84		129	173
Tisdale.....	20	R	41	63		104	147
“.....	21	R	70	66		136	158
“.....	22	R	49	51		100	108
“.....	23	R	79	56		135	157
“.....	24	R	80	62		142	159
Sylvania.....	25	R	36	48	1	85	145
Willow Hill.....	26	R	22	35		57	109
Chagoness.....	27	R	16	36		52	85
South Star.....	28	R	22	30		52	108
Valparaiso.....	29	R	118	83	2	203	280
Star City.....	30	R	104	68	2	174	201
“.....	31	R	45	44	1	90	122
“.....	32	R	71	60		131	162
Naisberry.....	33	R	59	57		116	172
Queen's Park.....	34	R	26	35	1	62	127
Young.....	35	R	47	46		93	140
Silver Park.....	36	R	16	65		81	111
Jones.....	37	R	22	47		69	95
Rothwell.....	38	R	29	68		97	139
Melfort.....	39	R	52	30		82	138
Stony Creek.....	40	R	54	40		94	178
Melfort.....	41	R	71	22	2	95	120
“.....	42	R	99	59		158	205
“.....	43	R	106	105		211	247
“.....	44	R	111	55		166	225
Pleasant Valley.....	45	R	53	62		115	130
Willowdale.....	46	R	34	36		70	123
Morwick.....	47	R	18	16		34	83
St-Brieux.....	48	R	22	186	2	210	243
Pathlow.....	49	R	55	106		161	221
Flett Springs.....	50	R	31	59		90	113
Beatty.....	51	R	71	108		179	231
Kinistino.....	52	R	78	116		194	492
“.....	52A	R	48	132		180	
“.....	53	R	27	59	1	87	112
Ethelton.....	54	R	49	77		126	139
Harryville.....	55	R	22	39	2	63	114
Little Moose.....	56	R	0	32		32	89
Meskanaw.....	57	R	27	64		91	116
Crescent Hill.....	58	R	32	61		93	122
Gowanbrae.....	59	R	36	40	2	78	97
Weldon.....	60	R	52	144	5	201	236
Lake Park.....	61	R	16	41	2	59	74
Brancepeth.....	62	R	61	80	1	142	177
Invergordon.....	63	R	12	53	2	67	117
Hazel Lake.....	64	R	26	29		55	91



## MELFORT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Herbert Elwood Keown	Malcolm McLean			
Basin Lake.....	65	R	2	46	.....	48	91
Tarnapol.....	66	R	55	43	.....	103	159
Crystal Springs.....	67	R	13	30	.....	43	77
Waitville.....	68	R	51	27	.....	78	100
Birch Hills.....	69	R	105	97	1	203	416
“.....	69A	R	103	84	.....	187	
Deer Lodge.....	70	R	38	53	.....	91	111
Jumping Lake.....	71	R	7	66	.....	73	116
Spring Grove.....	72	R	20	69	.....	89	128
Bonne Madone.....	73	R	18	90	.....	87	142
Martin.....	74	R	7	82	.....	89	111
Winton.....	75	R	36	25	.....	61	120
Coxby.....	76	R	17	59	.....	76	119
Glen Mary.....	77	R	39	51	.....	90	140
Viking.....	78	R	22	79	1	102	126
Bagley.....	79	R	0	80	.....	89	149
Brockington.....	80	R	5	27	.....	32	80
Mount Forest.....	81	R	24	60	7	91	121
Clapton.....	82	R	24	64	.....	88	148
Fairy Glen.....	83	R	13	105	.....	118	176
Teddington.....	84	R	12	52	2	66	109
Athol.....	85	R	15	86	1	102	189
Maryville.....	86	R	17	106	.....	123	180
Irvington.....	87	R	21	70	.....	91	121
Willow Valley.....	88	R	73	55	.....	128	156
Edenbridge.....	89	R	31	49	.....	80	128
Sand Hill Creek.....	90	R	62	87	3	152	221
Lost River.....	91	R	11	76	.....	87	182
West Codette.....	92	R	23	45	1	69	131
Spooner.....	93	R	32	31	.....	63	104
Ridgedale.....	94	R	141	49	.....	190	243
Fern Glen.....	95	R	19	40	.....	59	111
Forester.....	96	R	14	27	.....	41	86
Leacross.....	97	R	30	45	2	77	98
Silver Stream.....	98	R	23	49	1	73	118
Carlea.....	99	R	22	96	.....	118	149
Pontrilas.....	100	R	17	57	2	76	120
Codette.....	101	R	25	74	.....	99	166
Nipawin.....	102	R	32	95	.....	127	175
“.....	A-L	R	30	82	.....	112	188
“.....	M-Z	R	5	74	1	80	90
Ravine Bank.....	103	R	6	39	.....	45	78
Meteor.....	104	R	7	46	1	54	93
Aylsham.....	105	R	11	70	.....	81	100
Ditton Park.....	106	R	9	116	4	129	129
Zenon Park.....	107	R	42	34	.....	76	124
New Osgoode.....	108	R	8	56	.....	64	92
Arborfield.....	109	R	13	74	.....	87	112
Addington.....	110	R	16	40	.....	56	95
Moose Range.....	111	R	5	41	.....	46	63
Carrot River.....	112	R	2	24	.....	26	64
Queensbury.....	113	R	8	25	.....	33	106
Jordan River.....	114	R	2	27	.....	29	32
Ruby Lake.....	115	R	14	46	1	61	138
Ridgeview.....	121	R	14	34	.....	48	142
White Fox.....	122	R	13	20	.....	33	121
Waterview.....	123	R	0	2	.....	2	80
Kelsey Creek.....	124	R	5	3	.....	8	10
Fort à la Corne.....	125	R	0	15	.....	24	60
Foxford.....	126	R	0	16	.....	16	62
Fox.....	127	R	14	171	2	187	270
Sainbourg.....	128	R	12	45	.....	57	107
Meath Park.....	129	R	5	3	1	9	62
Mons.....	130	R	22	33	2	57	98
McKague.....	131	R					

MELFORT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Herbert Elwood Keown	Malcolm McLean			
Florentine.....	132	R	14	51	.....	65	108
Arpsville.....	133	R	51	32	.....	83	125
New England.....	134	R	35	34	.....	69	74
Lightwood.....	135	R	26	15	.....	41	87
Cumberland House.....	136	R	6	56	.....	62	93
Lac la Ronge.....	137	R	42	13	.....	55	88
Stanley.....	138	R	12	1	.....	13	21
Sturgeon Landing.....	139	R	13	42	.....	55	88
Bud's Point.....	140	R	2	8	.....	10	19
Birch River.....	141	R	4	9	.....	13	14
Melfort Advance (Provisoire).....			0	0	.....	0	.....
Hudson Bay Junction Advance (Provisoire).....		R	1	2	.....	3	.....
Totals—Totaux.....	140	.....	4,306	7,270	60	11,636	17,171

Majority for }  
Majorité pour } Malcolm McLean, 2,964.



## MELVILLE

Population—1926, 38,591

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés.	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. William Richard Motherwell	John A. M. Patrick			
Sanitorium.....	1	R	98	60	1	159	245
Rookes.....	2	R R	28	23		51	56
Kronsberg.....	3	R R	73	34		107	156
Dysart.....	4	R R	117	58	4	179	230
McDonald Hills.....	5	R R	43	14		57	93
Balrobie.....	6	R R	39	29		68	143
Lipton.....	7	R R	127	114	2	243	280
Lebret.....	8	R R	169	26	6	201	256
Patrick.....	9	R R	84	43	2	129	147
Hebron.....	10	R R	45	49	3	97	129
File Hills.....	11	R R	52	23	1	76	136
Tullymet.....	12	R R	63	53		116	135
Violette.....	13	R R	46	49		95	131
Balcarres.....	14A	R R	84	96	1	181	200
".....	14B	R R	88	102	2	192	208
Saltown.....	15	R R	91	54	4	149	178
Kenlis.....	16	R R	58	18		76	105
Abernethy.....	17A	R R	66	59		125	147
".....	17B	R R	68	52		120	130
Gillespie.....	18	R R	64	25		89	108
Tarnaville.....	19	R R	41	7		48	78
Goodeve.....	20	R R	81	46		127	165
Robert School.....	21	R R	101	12		113	119
Lorlie.....	22	R R	88	33		121	159
Pheasant Forks.....	23	R R	65	49		114	152
Lemberg Rural.....	24	R R	123	25	5	153	193
Lemberg.....	25	R R	103	48	4	155	190
Maple Green.....	26	R R	59	66	4	129	173
Endfield.....	27	R R	43	29	1	73	108
Rosewood.....	28	R R	59	14		73	99
Hyde.....	29	R R	92	39		131	202
Hendorf.....	30A	R R	120	29	2	151	220
".....	30B	R R	73	55		128	130
Rosemount.....	31	R R	41	19		60	119
Duff.....	32	R R	82	89	1	172	196
Fenwood.....	33	R R	97	57		154	172
Greenbush.....	34	R R	29	55		84	140
Plainview.....	35	R R	64	6		70	121
Birmingham.....	36	R R	74	37		111	136
Pearl Park.....	37	R R	67	12		79	122
Surprise.....	38	R R	41	10		51	74
Mariahill.....	39	R R	112	3		115	154
Killaley.....	40	R R	143	12	2	157	187
Melville View.....	41	R R	54	19	1	74	84
Wymer.....	41A	R R	38	17	1	56	87
Melville.....	42A	R R	68	52		120	345
".....	43B	R R	81	64	11	156	
".....	43	R R	85	85	5	175	244
".....	44A	R R	163	89	3	255	346
".....	44B	R R	155	88		243	311
".....	45	R R	110	80	3	193	251
West Brewer.....	46	R R	43	12		55	85
Saxon Hill.....	47	R R	82	11		93	155
West Otthon.....	48	R R	45	24		69	162
East Brewer.....	49	R R	65	8	2	75	143
Cana.....	50	R R	67	13		80	111
Centre.....	51	R R	50	15		65	73
Grayson.....	52	R R	151	45		196	223
Gotham.....	53	R R	64	17	1	82	118
Valley.....	54	R R	29	7		36	51
Freedholm.....	55	R R	43	29	1	73	116
Dubuc.....	56A	R R	80	40		120	126
".....	56B	R R	44	48	1	93	124
Waldron.....	57	R	107	63		170	240

## MELVILLE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. William Richard Motherwell	John A. M. Patrick			
Crescent Lake.....	58	R	44	14		58	110
East Otthon.....	59	R	22	10		32	71
Peachview.....	60	R	27	24		51	67
Crescent.....	61	R	25	28		53	65
Aston.....	62	R	45	18		63	91
Bangor.....	63	R	116	61		177	246
Stockholm.....	64	R	167	43	2	212	301
Scandia.....	65	R	75	10	1	86	118
Ohlen.....	66	R	108	1		109	177
Atwater.....	67	R	93	18	3	114	148
Fertile Belt School.....	68	R	7	36		43	56
Perley.....	69	R	73	26		99	153
South Saltecoats.....	70	R	40	29		69	95
North ".....	71	R	76	27		103	136
Saltcoats.....	72	R	78	116		194	231
Chatsworth.....	73	R	26	13		39	73
Castleton.....	74	R	19	14		33	52
North Bredenburg.....	75	R	43	25		68	120
South ".....	76	R	32	35		117	155
Clumber.....	77	R	46	18	4	68	85
Kinbrae.....	78	R	20	14	1	35	56
Zeneta.....	79	R	36	12	2	50	62
Esterhazy.....	80A	R	155	21		176	197
".....	80B	R	114	26		140	159
Hazelcliffe.....	81	R	34	48	2	84	99
Common.....	82	R	46	32		78	99
Yarbo.....	83	R	74	17		91	143
Dovedale.....	84	R	39	14		53	101
Churchbridge.....	85	R	43	20		63	96
".....	85A	R	41	20		61	99
Logberg.....	86	R	62	13		75	101
Rothbury.....	87	R	34	23	1	58	77
Minerva.....	88	R	29	10		39	83
Berezina.....	89	R	56	14		70	99
North Langenburg.....	90	R	32	19	1	102	136
South ".....	91	R	140	39		179	234
Union Hill.....	92	R	40	9		49	60
Gerald.....	93	R	89	34	3	126	152
Tantallon.....	94	R	140	57		197	226
Welby.....	95	R	38	15		53	75
Spy Hill.....	96	R	121	74		195	291
Ingleside.....	97	R	38	18		56	87
Marchwell.....	98	R	68	9	2	79	124
Echo.....	99	R	63	10		73	129
Landstrew.....	100	R	64	11		75	114
MacNutt.....	101	R	95	64		159	202
Melville Advance (Provisoire).....		R	48	28		76	
Totals—Totaux.....	111		7,946	3,796	96	11,838	15,873

Majority for } Honourable William Richard Motherwell, 4,150.  
Majorité pour }



## MOOSE JAW

Population—1926, 42,496.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Milton Johnson	John Gordon Ross	Wellington White			
MOOSE JAW CITY (CITÉ)								
St. George Mission.....	1	U	0	78	70	.....	148	163
Minto.....	2	U	0	98	74	1	182	201
King George.....	3	U	2	131	87	1	221	261
Algoma.....	4	U	13	114	99	.....	226	280
Victory.....	A-L 5	U	4	118	89	.....	211	251
".....	M-Z 5	U	9	57	70	.....	136	159
St. Agnes.....	6	U	8	99	78	.....	185	247
Fire Hall.....	A-L 7	U	10	90	85	1	186	219
".....	M-Z 7	U	8	78	86	.....	172	210
Central.....	8	U	0	103	92	1	205	250
Armoury.....	9	U	3	129	89	2	223	290
High Park.....	10	U	8	126	67	.....	201	248
Ross.....	A-L 11	U	5	111	76	.....	192	221
".....	M-Z 11	U	7	122	81	1	211	243
Hillcrest.....	12	U	11	131	98	2	242	277
Crescent View.....	A-L 13	U	4	100	68	1	173	184
".....	M-Z 13	U	1	74	57	1	133	151
Prince Arthur.....	14	U	5	116	58	.....	179	218
Crescent.....	15	U	5	122	109	.....	236	273
The Flats.....	16	U	1	49	28	.....	78	89
Victoria.....	A-L 17	U	8	79	82	.....	169	197
".....	M-Z 17	U	2	45	36	.....	83	104
Board of Trade.....	18	U	3	106	85	.....	194	264
Belmont.....	19	U	22	104	77	1	204	248
Virginia.....	20	U	9	98	109	.....	216	248
City Hall.....	21	U	4	133	87	3	227	283
Alexandra.....	22	U	6	81	105	1	193	234
River.....	A-L 23	U	6	68	67	1	142	172
".....	M-Z 23	U	1	63	45	2	111	142
Moose Square.....	24	U	1	61	63	.....	129	149
West End.....	A-L 25	U	3	82	66	1	152	184
".....	M-Z 25	U	7	76	41	1	125	146
Prairie Heights.....	A-L 26	U	7	81	65	.....	153	175
".....	M-Z 26	U	3	84	58	4	149	166
Westmount.....	27	U	7	127	52	3	189	212
Empire.....	A-L 28	U	3	117	44	2	166	195
".....	M-Z 28	U	8	80	48	2	138	157
St. Michael's.....	A-L 29	U	3	115	69	2	189	220
".....	M-Z 29	U	5	58	39	1	103	121
Tapsley.....	30	U	11	96	68	2	177	211
Vic.....	31	U	11	99	66	.....	176	209
King Edward.....	A-L 32	U	8	106	67	.....	181	208
".....	M-Z 32	U	1	69	43	.....	113	142
Providence Hospital.....	33	U	0	24	2	.....	26	27
General Hospital.....	34	U	1	10	16	.....	27	30
Moose Jaw Advance (Provi- soire).....	.....	U	13	170	158	1	342	.....
Bridgeford.....	35	R	17	53	47	.....	117	157
Grandview.....	36	R	15	29	26	.....	70	84
Tugaske.....	37	R	36	158	99	.....	293	319
Kincardine.....	38	R	10	28	11	.....	49	62
McKillop's.....	39	R	10	32	6	.....	48	52
Central Butte.....	40	R	86	112	30	.....	228	258
Mower.....	41	R	37	67	39	.....	143	163
Eyebrow.....	42	R	64	114	70	.....	248	296
Livingston.....	43	R	34	28	33	.....	95	103
Keeler.....	44	R	60	82	49	.....	180	200
West Lake.....	45	R	31	29	45	1	106	127
Hayfield.....	46	R	18	65	14	1	98	108
Darmody.....	47	R	14	46	33	.....	93	111
Eskbank.....	48	R	20	71	24	.....	115	131
Brownlee.....	49	R	44	62	37	.....	143	158
Creek Valley.....	50	R	3	29	4	.....	36	61

## MOOSE JAW—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Milton Johnson	John Gordon Ross	Wellington White			
Klevin.....	51	R	30	12	4		46	53
Brandview.....	52	R	15	28	7		50	64
Lake Valley.....	53	R	8	43	43		94	111
Rowletta.....	54	R	19	43	22	1	85	98
West Marquis.....	55	R	15	53	14		82	94
Marquis.....	56	R	4	85	51		140	153
Tuxford.....	57	R	11	64	90		165	190
Valjean.....	58	R	1	38	10	1	50	63
Secretan.....	59	R	4	33	15		52	71
Hollyroad.....	60	R	15	20	20		55	61
Elton.....	61	R	17	9	6		32	43
Dobson.....	62	R	23	10	8		41	59
Pelican Lake.....	63	R	10	63	39		112	125
Grayburn.....	64	R	5	57	58		120	133
Marlborough.....	65	R	9	20	44		73	112
Carmel.....	66	R	11	29	77		117	144
Clinton.....	67	R	5	36	39		80	113
Stony Beach.....	68	R	11	26	33		65	104
Parkbeg.....	69	R	12	54	22		88	108
Mortlach.....	70	R	30	99	84		213	299
Caron.....	71	R	19	75	65	1	160	166
Summerside.....	72	R	7	40	40		87	96
Pioneer.....	73	R	30	29	55		114	133
Belbeck.....	74	R	13	15	55		83	104
Davey.....	75	R	48	23	13		84	93
East View.....	76	R	44	31	16		91	120
Remount.....	77	R	0	47	16		63	84
Edgehill.....	78	R	42	47	29		118	126
Elkhead.....	79	R	9	27	9		45	50
Sweet Grass.....	80	R	12	21	29		62	73
Lillestrom.....	81	R	25	30	53		108	145
Cobourg.....	82	R	32	31	19		82	109
Enterprise.....	83	R	13	35	28		76	101
Pasqua.....	84	R	18	48	52	1	119	143
Stelcam.....	85	R	5	24	25		54	71
Eastbrigh.....	86	R	12	70	17		99	115
Hawkins.....	87	R	0	15	6	1	22	31
City View.....	88	R	0	6	24		30	42
Archive.....	89	R	19	32	19		70	113
Baildon.....	90	R	15	43	14	1	73	107
Tilney.....	91	R	4	50	8		62	93
Coventry.....	92	R	3	50	17		70	83
Drinkwater.....	93	R	21	61	56		138	181
Adelaide.....	94	R	0	31	23		54	65
Old Wives.....	95	R	13	24	5		42	51
Donjean.....	96	R	3	47	18		68	82
Buttress.....	97	R	7	36	19		62	87
Camlackie.....	98	R	28	54	24		106	117
Lake.....	99	R	24	41	15		80	100
Briercrest.....	100	R	17	76	80	1	174	207
Rudolph.....	101	R	2	45	10	2	59	96
Rouleau.....	102	A-L	4	47	87		138	312
".....	102	M-Z	6	54	66		126	
Crestwynd.....	103	R	7	42	38		87	96
Leakville.....	104	R	3	30	9		42	61
Ridley.....	105	R	8	43	29		80	91
Hearne.....	106	R	19	52	52		123	171
Long View.....	107	R	7	19	27		53	85
Dunkirk.....	108	R	20	39	24		83	103
Mayberry.....	109	R	6	41	8		55	59
Bayard.....	110	R	12	98	22	2	134	136
Claybank.....	111	R	4	55	4		63	61
Avonlea.....	112	R	44	91	70	2	207	239
Phillips.....	113	R	3	37	5		45	60
Mossbank.....	114	R	29	137	65	2	233	268



## MOOSE JAW—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Milton Johnson	John Gordon Ross	Wellington White			
Expanse.....	115	R	2	92	21	.....	115	123
Ardill.....	116	R	4	75	26	.....	105	125
Mitchellton.....	117	R	8	49	50	1	108	129
Galilee.....	118	R	0	23	21	.....	53	74
Spring Valley.....	119	R	36	82	33	3	154	173
Millers.....	120	R	4	22	29	.....	55	72
Moorefield.....	121	R	19	22	12	.....	53	96
Truax.....	122	R	22	48	31	.....	101	131
Totals—Totaux.....	135	.....	1,798	8,487	6,060	59	16,404	19,320

Majority for } John Gordon Ross over (sur) { Wellington White, 2,427.  
Majorité pour } { Robert Milton Johnson, 6,689.

## PRINCE ALBERT

Population—1926, 44,136

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	John George Diefenbaker	Rt. Hon. William Lyon Mackenzie King	Bulletins rejetés	Vote total	Electeurs sur la liste
PRINCE ALBERT CITY (Cité)							
Advance (Provisoire).....		U	18	45	1	64	
East (Est).....	1	U	72	58		130	158
MacDonald.....	2A	U	111	116		227	244
".....	2B	U	136	115	1	252	264
Woodman.....	3A	U	103	97	2	202	233
".....	3B	U	104	103		207	247
Centre.....	4A	U	66	118	1	185	213
".....	4B	U	87	99	1	187	226
West Centre (Ouest).....	5A	U	110	103		213	258
".....	5B	U	78	89		167	204
West End.....	6	U	98	175	1	274	288
McBeth.....	7	U	127	97	2	226	243
McGregor.....	8A	U	77	73	1	151	178
".....	8B	U	75	76		151	180
Bennett.....	9A	U	91	111		202	230
".....	9B	U	60	69		129	148
Halero.....	10	R	34	24	2	60	87
Red Deer Hill.....	11	R	59	33	1	93	113
Gerrond.....	12	R	65	36		101	140
MacDowall.....	13	R	63	54		117	154
Garthland.....	14	R	43	30	1	74	87
Lily Plain.....	15	R	49	37		86	108
Kirkpatrick.....	16	R	77	64		141	196
Sheldon.....	17	R	39	26		65	73
Red Deer Creek.....	18	R	50	20		70	90
Davis.....	19	R	26	34	1	61	87
Puckahn.....	20	R	20	26		46	55
Colleston.....	21	R	22	10		32	45
Russellville.....	22	R	23	32		55	73
Cecil.....	23	R	35	3		38	54
Steep Creek.....	24	R	23	48	2	73	82
Fanford.....	25	R	27	28	1	56	69
Stanleyville.....	26	R	29	20		49	54
Claytonville.....	27	R	12	38		50	63
Springs.....	28	R	6	8		14	19
Riverside.....	29	R	16	21		37	46
Buckland.....	30	R	29	23		52	72
White Star.....	31	R	19	85		104	114
Kehoe.....	32	R	11	30		41	61
Alingly.....	33	R	35	58		93	123
Northside.....	34	R	46	44		90	141
Henribourg.....	35	R	32	134		166	198
Spruce Home.....	36	R	27	20		47	62
Honeymoon.....	37	R	27	56		83	110
Garden River.....	38	R	2	114		116	155
Albertville.....	39	R	26	88	2	116	164
Fox.....	40	R	24	19		43	102
Paddockwood.....	41	R	56	30		86	133
Martin.....	42	R	9	8		17	34
Moyser.....	43	R	39	16		55	122
Christopher Lake.....	44	R	9	17		26	30
Montreal Lake.....	45	R	4	5		9	28
Wakaw.....	46	R	32	82	4	118	166
".....	46A	R	37	100		137	138
Ens.....	47	R	19	89		108	170
Domremy.....	48	R	27	120	2	149	198
Miteau.....	49	R	17	80		97	119
Bremner.....	50	R	7	49		56	95
St-Julien.....	51	R	22	192	3	217	289
Sokal.....	52	R	25	124		150	244
Bellevue.....	53	R	12	176		188	226
Hoey.....	54	R	38	106		144	171
St-Louis.....	55	R	38	86		124	136



## PRINCE ALBERT—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John George Diefenbaker	Rt. Hon. William Lyon Mackenzie King			
St-Laurent.....	56	R	11	36		47	60
Batoche.....	57	R	42	47		89	126
Fish Creek.....	58	R	51	103	1	155	275
Ukraine.....	59	R	11	98	5	115	213
La Plaine.....	60	R	4	111		115	138
Duck Lake.....	61	R	82	109		191	205
".....	61A	R	61	81		142	197
Roddick.....	62	R	6	22		28	32
Wingard.....	63	R	24	68		92	111
Rosthern.....	64	R	22	88	3	113	178
".....	65	R	35	135		170	208
".....	66	R	30	145		175	268
Enright.....	67	R	5	80		85	141
Eigenheim.....	68	R	3	68		71	107
Ebenfeldt.....	69	R	5	112	1	118	149
Tiefenground.....	70	R	25	77		102	156
Laird.....	71	R	24	145	1	170	354
Waldheim.....	72	R	5	182		187	247
Windom.....	73	R	5	78		83	126
Sand Lake.....	74	R	8	79		87	125
Harmonica.....	75	R	35	57	1	93	127
Brook Hill.....	76	R	10	31		41	92
Slavanka.....	77	R	17	45	1	63	100
Balmoral.....	78	R	44	37		81	112
Blaine Lake.....	79	R	96	72	2	170	213
".....	80	R	16	76		92	147
Windsor Lake.....	81	R	30	79		109	164
Marcelin.....	82	R	31	101		132	141
".....	83	R	20	126		146	146
Chellwood.....	84	R	53	50		113	132
Wandsworth.....	85	R	34	18		52	59
Silver Grove.....	86	R	46	29		75	83
Skipton.....	87	R	45	58		103	116
Leask.....	88	R	77	99	3	179	213
Aldina.....	89	R	24	46		70	98
Royal.....	90	R	18	52		80	113
Bramshott.....	91	R	28	41		69	99
Kilwinning.....	92	R	37	45	1	83	95
Yankee Valley.....	93	R	22	13		35	66
Brightholme.....	94	R	23	73		96	101
Whaling.....	95	R	31	36		67	98
Parkside.....	96	R	18	39	1	58	70
".....	97	R	34	88		122	141
Goose Lake.....	98	R	9	44		53	81
Avebury.....	99	R	18	26		44	52
Hawkeye.....	100	R	6	36		42	57
Mistawasis.....	101	R	34	39		73	94
Ordale.....	102	R	6	67		73	145
Hilldrop.....	103	R	32	47	1	80	118
Shell Brook.....	104	R	73	91		164	196
".....	105	R	66	81		147	182
Holbein.....	106	R	19	58	1	78	93
Crutwell.....	107	R	4	9		13	27
Briarlea.....	108	R	43	56		99	113
Wild Rose.....	109	R	36	56	1	93	113
Rozilee.....	110	R	36	76	1	113	164
Clonfert.....	111	R	9	16		25	49
Canwood.....	112	R	33	55	1	100	122
".....	113	R	62	129		191	248
Mont Nebo.....	114	R	11	11		22	54
Linwood.....	115	R	13	14		27	55
Polwarth.....	116	R	20	11		31	77
Valbrand.....	117	R	5	61		66	91
Foxdale.....	118	R	40	38		78	95

## PRINCE ALBERT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la
Name—Nom	No.	Urban or rural — Urbain ou rural	John George Diefenbaker	Rt. Hon. William Lyon Mackenzie King			
Decker.....	119	R	10	38	.....	48	69
Sturgeon Valley.....	120	R	30	54	.....	84	108
“ River.....	121	R	9	46	.....	55	78
Sugar Hill.....	122	R	6	44	.....	50	90
Grant Lake.....	123	R	13	5	.....	18	60
Milliard.....	124	R	5	1	.....	6	31
Mattes.....	125	R	8	4	.....	12	58
Debden.....	126	R	8	54	.....	62	75
“.....	127	R	15	100	.....	115	187
Eldred.....	128	R	14	53	.....	67	112
Dumble.....	129	R	2	5	.....	7	25
Bodmin.....	130	R	21	18	.....	39	63
Big River.....	131	R	54	107	.....	161	184
Ladder Lake.....	132	R	6	12	.....	18	38
Spruce River.....	133	R	3	12	.....	15	23
Omega.....	134	R	10	10	.....	20	63
Ormeaux.....	135	R	1	56	.....	57	96
Totals—Totaux.....	144	.....	4,838	8,933	56	13,827	18,337

Majority for  
Majorité pour } Right Honourable William Lyon Mackenzie King, 4,095.



## QU'APPELLE

Population—1926, 34,055

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Millar	William Wallace Lynd			
Fleming (Rural).....	1	R	117	96		213	234
Pipestone.....	2	R	63	37	1	101	123
Riga.....	3	R	123	22		145	168
Moosomin South (Sud).....	4	R	101	69		170	184
Little Bluff.....	5	R	81	50	1	132	144
Moosomin North (Nord).....	6	R	75	64		139	175
Red Jacket.....	7	R	51	36	1	88	107
Eden Grove.....	8	R	66	59		125	138
Wapella (Rural).....	9	R	77	53		130	178
Orangeville.....	10	R	102	45		147	216
Welwyn South (Sud)..... A-L	11	R	78	58		136	166
Qu'Appelle.....	12	R	56	2	1	59	76
Rocanville South (Sud)..... A-L	13	R	99	75		174	240
Prosperity.....	14	R	37	43		80	104
Carnoustie.....	15	R	58	25		83	97
Wapella Town (Ville).....	16	R	80	115		195	229
Moosomin West (Ouest)..... A-L	17	R	56	97		153	178
“ East (Est).....	18	R	117	134	3	254	302
Fleming.....	19	R	47	75		122	140
Blythe.....	20	R	26	26		52	72
Rocanville North (Nord).....	21	R	71	44	1	116	173
Welwyn North (Nord).....	22	R	58	5		63	88
New Finland.....	23	R	94	35	1	130	162
Woodleigh.....	24	R	23	29	1	53	66
Vandura.....	25	R	66	22		88	115
Brookside.....	26	R	54	50		104	134
Benbecula.....	27	R	65	35		100	110
St-Hubert's.....	28	R	59	9	4	72	74
Golden Plain.....	29	R	27	21		48	52
Langbank.....	30	R	54	51		105	125
Kennedy..... A-L	31	R	65	44	1	110	120
“ M-Z	32	R	80	45		125	140
Edenland.....	33	R	58	39		97	115
Kipling..... A-L	34	R	120	70	1	191	202
“ M-Z	35	R	65	37	2	104	121
Kossuth.....	36	R	84	23		107	126
Buffalo Plains.....	37	R	25	17		42	58
Grainland.....	38	R	66	5		71	85
Windthorst..... A-L	39	R	67	44	1	111	133
“ M-Z	40	R	62	44		106	123
Neelby.....	41	R	63	18		81	101
Peebles.....	42	R	76	8		84	103
Rakoczi.....	43	R	47	38		85	103
Golden Ridge.....	44	R	65	66		131	140
Lansdowne.....	45	R	44	48		92	105
Parkin.....	46	R	37	33		70	97
Rocanville South (Sud)..... M-Z	47	R	55	65	1	121	163
Burrows.....	48	R	32	32		64	89
Forest Farm.....	49	R	54	27		81	108
St. Luke.....	50	R	72	46	1	118	150
Whitewood North (Nord).....	51	R	86	75		161	169
“ South (Sud)..... A-L	52	R	70	72	1	143	173
“ “ M-Z	53	R	49	88		137	157
Baynes.....	54	R	53	23	1	77	86
Percival.....	55	R	84	27		111	139
El Capo.....	56	R	63	12		75	90
Broadview East (Est)..... A-L	57	R	125	56		181	231
“ “ M-Z	58	R	126	43		169	199
“ West (Ouest)..... A-L	59	R	98	46		144	177
“ “ M-Z	60	R	50	26		76	91
Highland.....	61	R	39	15		54	57
Hillesden.....	62	R	40	23	1	64	79
Soldiers' Settlement.....	63	R	46	44		90	98
Oakshela.....	64	R	92	43		135	140
Grenfell South East (Sud Est).....	65	R	83	90		173	205
“ North East (Nord Est).....	66	R	93	46	1	140	164
“ North West (Nord Ouest).....	67	R	78	76		154	166

## QU'APPELLE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Millar	William Wallace Lynd			
Grenfell South West (Sud Ouest)	68	R	79	110		189	209
Sims.....	69	R	56	26		82	86
Goettle.....	70	R	43	23		66	75
Rose Lane.....	71	R	31	55		86	103
Summerberry.....	72	R	62	122		184	216
Baring.....	73	R	64	48		112	130
Wolf Creek.....	74	R	75	47		122	176
Moffat.....	75	R	71	13		84	105
Wolseley South (Sud) (Rural).....	76	R	85	48		133	166
".....	77	R	76	51		127	170
" North East (Nord Est).....	78	R	74	71		145	173
" North West (Nord Ouest).....	79	R	66	67		133	156
Ellisboro.....	80	R	20	23		43	49
Alexander.....	81	R	47	41		88	96
Spring Coulee.....	82	R	53	48	1	102	135
Red Fox.....	83	R	56	40		96	110
Glen Lynn.....	84	R	55	64		119	133
Indian Head South (Sud).....	85	R	51	81		132	150
" North (Nord).....	86	R	50	59	1	110	125
" South East (Sud Est).....	87	R	62	97		159	204
" South West (Sud Ouest).....	88	R	40	69		109	134
" North East (Nord Est).....	89	R	49	56		105	123
" North West (Nord Ouest).....	90	R	103	121		224	288
Rose Valley.....	91	R	36	39		75	85
Wideawake.....	92	R	31	34		65	74
Sintaluta.....	93	R	92	60		152	181
Graytown.....	94	R	28	25		53	77
Prairie Hill.....	95	R	29	34		63	70
Huronville.....	96	R	53	21		74	93
Little.....	97	R	32	4		36	65
Primrose.....	98	R	43	27	1	71	112
Philomath.....	99	R	35	8		43	83
Kegworth.....	100	R	64	16		80	97
Glenavon.....	101	R	93	54	1	148	184
Candiac.....	102	R	97	20	2	119	148
Grassmere.....	103	R	79	21		100	134
McLean.....	104	R	63	90	1	154	191
St-Joseph's School.....	105	R	65	6		71	95
Rosenburg.....	106	R	31	25		56	82
Avonhurst.....	107	R	80	60		140	169
Edgeley.....	108	R	75	70		145	176
Inglewood.....	109	R	57	39		96	114
Springbrook.....	110	R	51	33		84	94
Fort Qu'Appelle..... A-L	111	R	55	99		154	186
"..... M-Z	112	R	44	95	1	140	172
Qu'Appelle East (Est).....	113	R	91	109	2	202	234
" West (Ouest).....	114	R	61	113		174	222
Muscow.....	115	R	33	39		72	77
Grassington.....	116	R	36	33		69	85
Moosomin West (Ouest)..... M-Z	117	R	55	61		116	142
Winro.....	118	R	40	71		111	124
Sunny South.....	119	R	40	24		64	77
Invercauld.....	120	R	50	41	1	92	113
Frieden.....	121	R	25	13	2	40	51
Rosa Glen.....	122	R	50	35		85	85
Poplar Grove.....	123	R	44	12	1	57	67
Welwyn South (Sud)..... M-Z	124	R	59	44		103	144
Totals—Totaux.....	124		7,778	5,891	37	13,706	16,589

Majority for  
Majorité pour } John Millar, 1,887.



## REGINA

Population—1926, 44,463

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Charles Avery Dunning	Andrew G. MacKinnon			
Regina City (Cité).....	1	U	36	68		104	114
".....	2	U	67	98	2	167	191
".....	3	U	77	81		158	187
".....	4	U	133	100	3	236	273
".....	5	U	53	76		129	139
".....	6	U	64	54	1	119	135
".....	7	U	71	102	1	174	187
".....	8	U	65	68		133	162
".....	9	U	97	99	2	198	218
".....	10	U	117	104		221	252
".....	11	U	79	125	1	205	236
".....	12	U	90	106	1	197	232
".....	13	U	88	123	4	215	234
".....	14	U	57	104		161	181
".....	15	U	46	81	1	128	144
".....	16	U	76	72		148	176
".....	17	U	67	63		130	153
".....	18	U	76	105		181	200
".....	19	U	106	97	1	204	236
".....	20	U	61	64	1	126	141
".....	21	U	83	84	1	168	184
".....	22	U	69	76	1	146	168
".....	23	U	51	96		147	161
".....	24	U	64	143	1	208	232
".....	25	U	67	80		147	164
".....	26	U	28	56	1	85	91
".....	27	U	95	60	7	162	182
"..... A-L	28	U	76	58	3	137	151
"..... M-Z	28	U	85	45	3	133	156
".....	29	U	83	72		155	180
".....	30	U	51	62	1	114	125
".....	31	U	96	86	2	184	194
".....	32	U	108	63	2	173	189
".....	33	U	71	39		110	120
".....	34	U	74	57		131	139
".....	35	U	91	34	2	127	133
".....	36	U	137	54	2	193	208
".....	37	U	122	105	3	230	274
".....	38	U	127	110		237	284
".....	39	U	85	76	1	162	199
".....	40	U	110	95		185	213
".....	41	U	109	69	3	181	202
".....	42	U	90	67	3	160	183
".....	43	U	64	45		109	128
".....	44	U	52	65	2	119	142
".....	45	U	53	86	3	142	177
".....	46	U	73	88	3	164	192
".....	47	U	100	76	4	180	209
".....	48	U	101	111		212	252
".....	49	U	72	64	1	137	149
".....	50	U	97	51		148	163
".....	51	U	84	92	2	178	206
".....	52	U	67	38	2	107	115
".....	53	U	79	97	2	178	215
".....	54	U	84	96	1	181	224
".....	55	U	56	69		125	165
".....	56	U	93	128		221	261
".....	57	U	50	50		100	118
".....	58	U	114	111	1	191	201
"..... A-L	59	U	62	76		138	155
"..... M-Z	59	U	83	51		134	161
".....	60	U	121	91		212	245
".....	61	U	96	91	3	190	204
".....	62	U	101	76		177	208
".....	63	U	57	65		152	175

## REGINA—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Charles Avery Dunning	Andrew G. MacKinnon			
"	64	U	73	66		139	154
"	65	U	106	90	1	197	226
"	66	U	126	85		211	254
"	67	U	136	80	1	217	246
"	68	A-L	78	53	1	132	156
"	68	M-Z	97	50	1	148	159
"	69	U	137	81		218	244
"	70	U	140	95	3	238	265
"	71	A-L	66	68		134	148
"	71	M-Z	65	70		135	152
"	72	U	61	79		140	171
"	73	A-L	65	71		136	160
"	73	M-Z	98	49	1	148	165
"	74	U	125	53		178	201
"	75	U	97	87	1	185	207
"	76	U	109	112	1	222	238
"	77	U	85	80		165	181
"	78	U	42	60		102	114
"	79	U	82	51		133	140
"	80	A-L	102	49		151	182
"	80	M-Z	92	39		131	146
"	81	U	145	69	2	216	242
"	82	U	144	51	1	196	217
Kathrinthal	83	R	42	11		53	80
Balgownie	84	R	57	36	1	94	100
"	85	R	83	65		148	170
Petersburg	86	R	50	39		89	120
Edenwold	87	R	90	33		123	147
"	88	R	63	29		92	108
South Valley	89	R	25	39		64	82
"	90	R	46	40		86	92
Zehner	91	R	44	43	1	88	99
Pilot Butte	92	R	70	62		132	157
Richardson	93	R	38	51		89	110
Regina View	94	R	44	15		59	107
"	95	R	83	65		148	213
" North (Nord)	96	R	82	141	2	225	277
Forleigh	97	R	41	26		67	114
Kennell	98	R	33	9		42	75
"	99	R	42	59	1	102	162
Tregarva	100	R	66	19		85	144
Greendyke	101	R	36	44	3	83	100
North Regina	102	R	95	105		200	242
Mount Royal	103	R	45	31		76	102
Sherwood School	104	R	45	42		87	134
Regina City (Cité) Advance (Provisoire)		U	208	200		408	
Totals—Totaux	111		8,916	8,001	99	17,016	19,291

Majority for  
Majorité pour } Honourable Charles Avery Dunning, 915.



## ROSETOWN

Population—1926, 30,903

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Evans	Walter Aseltine			
Bratton.....	1	R	78	16		94	146
Decorah School.....	2	R	59	13		72	108
Milden.....	3	R	38	9		47	67
Section 2.....	4	R	25	14		39	70
Glenis.....	5	R	35	12		47	96
Section 27.....	6	R	29	20		49	74
Albarnarle.....	7	R	22	17		39	54
Ridpath.....	8	R	14	29		43	64
McGee.....	9	R	48	17	1	66	90
Ridpath.....	10	R	21	12		33	41
Glenpayne.....	11	R	38	28	1	67	77
Range 14.....	12	R	49	17		66	93
Sovereign.....	13	R	57	37		94	163
Milden.....	14	R	33	20		53	95
".....	15	R	63	65		128	178
Bounty.....	16	R	72	56		128	186
Conquest.....	17	R	91	15		106	198
".....	18	R	77	33		110	146
Outlook.....	19	R	27	17		44	71
".....	20	R	44	75		119	151
".....	21	R	32	53		85	132
Artdath.....	22	R	59	60		119	175
Bounty.....	23	R	18	16		34	72
R. C. Duggan's House.....	24	R	14	6		20	66
S. McWater's House.....	25	R	30	8		38	102
Zealandia.....	26	R	76	35		111	175
Sections 5 and 32.....	27	R	51	22		73	91
Rosetown (Ville).....	28	R	49	26		75	106
".....	29	R	58	157	1	216	285
".....	30	R	50	93	2	145	182
".....	31	R	26	73		99	144
Anglia.....	32	R	83	58		141	170
Section 16.....	33	R	61	10		71	92
Range 14.....	34	R	35	13		48	83
Zealandia.....	35	R	33	7		40	67
Zealhar.....	36	R	42	7		49	82
Cherry Hill School.....	37	R	61	7		68	110
Tessier Village.....	38	R	17	11		28	64
Swanson.....	39	R	46	31		77	102
Chester Barnes.....	40	R	32	15		47	88
Donavon.....	41	R	10	10		20	60
Section 14.....	42	R	22	11		33	58
Harris Village.....	43	R	81	39		120	160
".....	44	R	56	6		62	112
Glen Eagle.....	45	R	38	12		50	75
D. Cameron.....	46	R	23	12		35	53
Camberley.....	47	R	79	7		86	109
Kingsland.....	48	R	72	10		82	172
Britton School.....	49	R	40	5		46	74
Section 13.....	50	R	26	14		40	100
Klamath.....	51	R	40	0		40	75
Ailsa Craig School.....	52	R	47	3		50	82
Harris.....	53	R	94	5		99	131
Tessier Village.....	54	R	31	24		55	143
".....	55	R	28	22		50	75
Laura.....	56	R	43	81		124	182
Frontenac.....	57	R	67	32		99	196
Valley Park School.....	58	R	30	5		35	68
Pike Lake.....	59	R	20	9		29	75
Delisle.....	60	R	45	39	1	85	156
".....	61	R	40	88		128	166
".....	62	R	48	25		73	115
Creekfield.....	63	R	42	30		72	88
Lyle Hall.....	64	R	45	31		76	79
Leney.....	65	R	68	3		71	78
C. Withfield's House.....	66	R	41	10		51	84
Biggar.....	67	R	27	7		34	94
".....	68	R	49	20		69	124
Caputh School.....	69	R	35	10		45	77
Lydden.....	70	R	44	20		64	101

## ROSETOWN—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Evans	Walter Aseltine			
Argo.....	71	R	37	13	2	52	64
Biggar.....	72	R	24	6		30	58
Keppel.....	73	R	35	16		51	108
Lency.....	74	R	60	20		80	123
".....	75	R	78	21	1	100	139
Kinley.....	76	R	29	33		62	92
Avondale.....	77	R	52	13	2	67	126
Delisle.....	78	R	24	4		28	88
Vanscoy.....	79	R	42	21		63	139
Grandora.....	80	R	45	8		53	109
Dunfermline.....	81	R	27	16		43	79
Asquith.....	82	R	66	33		99	137
".....	83	R	39	31		70	162
Kinley.....	84	R	63	27		90	160
Wheatfields.....	85	R	45	8		53	77
Perdue.....	86	R	82	64		146	186
Park Lake.....	87	R	13	5		18	60
Mrs. Wren's House.....	88	R	5	9		14	59
Biggar.....	89	R	47	8		55	86
".....	90	R	108	58		166	266
".....	91	R	91	47		138	245
".....	92	R	88	63		151	277
".....	93	R	84	64		148	237
Castlewood.....	94	R	47	8		55	81
Whiteshore Lake.....	95	R	32	5		37	56
Naseby.....	96	R	56	15		71	100
Curthshall School.....	97	R	44	4		48	69
Monarch School.....	98	R	43	5		48	64
Louvain.....	99	R	22	10		32	71
Light House School.....	100	R	18	9		27	57
Perdue.....	101	R	45	5		50	96
McTavish School.....	102	R	54	13		67	148
Polar Crescent School.....	103	R	15	2		17	60
Dunfermline.....	104	R	36	13		49	91
Lynne School.....	105	R	60	6		66	119
Nenoffnung.....	106	R	17	0	1	18	133
Langham.....	107	R	36	21	1	58	124
".....	108	R	20	4		24	92
".....	109	R	62	37		99	180
".....	110	R	15	6		21	55
Henrietta.....	111	R	11	37		48	80
Eagle Point.....	112	R	19	4		23	62
Golden Valley School.....	113	R	57	23		80	100
Swastyca Store.....	114	R	28	7	1	36	98
Wilson Lake.....	115	R	37	13		50	76
Kensmith.....	116	R	18	7		25	48
Biggar.....	117	R	39	1		40	79
Salter.....	118	R	17	10		27	43
Cando.....	119	R	50	16		66	103
".....	120	R	24	16		40	85
Queen Mary School.....	121	R	29	20		49	95
Sonningdale.....	122	R	44	24	1	69	101
Perdue.....	123	R	40	5		45	70
Guess School.....	124	R	68	3		71	80
Spring Hill.....	125	R	41	18		59	115
Willowfield.....	126	R	6	3		9	16
Red Pheasant.....	127	R	17	3		20	50
Baljenie.....	128	R	28	26		54	90
Red Pheasant.....	129	R	20	4		24	59
Eagle Hill School.....	130	R	36	12		48	84
Willowmoor.....	131	R	0	0		20	27
Langham.....	132	R	21	2		23	79
Outlook Advance (Provisoire).....		R	4	10		14	
Biggar Advance (Provisoire).....		R	31	11		42	
Totals—Totaux.....	134		5,635	2,847	15	8,497	14,031

Majority for  
Majorité pour } John Evans, 2,788.



## SASKATOON

Population—1926, 47, 109

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Frank Roland MacMillan	Alexander Mac- Gillivray Young			
Saskatoon, Advance (Provi- soire).....		U	123	144		267	
Sutherland, Advance (Provi- soire).....		R	16	22	1	39	
Saskatoon City (Cité).....	1A	U	64	73		137	175
"	1B	U	66	92		158	197
"	2	U	60	81		141	163
"	3A	U	80	79		159	204
"	3B	U	59	94		153	189
"	4A	U	71	74		145	203
"	4B	U	54	82	1	137	194
"	5	U	85	124	1	210	274
"	6	U	59	86	1	146	179
"	7A	U	67	87		154	208
"	7B	U	60	80		140	191
"	8	U	70	75		145	186
"	9	U	78	108		186	261
"	10A	U	60	76		136	191
"	10B	U	68	52	1	121	163
"	11A	U	67	79		146	185
"	11B	U	78	59		137	186
"	12	U	91	128	1	220	275
"	13	U	87	82	1	170	229
"	14A	U	47	106		153	211
"	14B	U	48	96	2	146	182
"	15	U	21	27		48	85
"	16	U	70	76		136	218
"	17A	U	71	77	6	154	216
"	17B	U	66	99	2	167	210
"	18A	U	81	62		143	226
"	18B	U	61	66		127	184
"	19A	U	63	61		124	176
"	19B	U	59	54		113	143
"	20	U	34	48		82	119
"	21	U	62	73	1	136	182
"	22A	U	64	40		104	156
"	22B	U	50	68		118	147
"	23	U	23	51		74	111
"	24A	U	71	70	1	142	170
"	24B	U	62	73	2	137	207
"	25A	U	60	76		136	178
"	25B	U	62	51		113	149
"	26A	U	57	75		132	171
"	26B	U	66	59		125	154
"	27	U	83	89		172	231
"	28	U	78	77	2	157	185
"	29A	U	48	73		121	159
"	29B	U	43	68	1	112	161
"	30	U	119	76	4	199	262
"	31A	U	48	75	2	125	167
"	31B	U	47	46	2	95	134
"	32	U	74	63		137	166
"	33A	U	49	92		141	190
"	33B	U	44	59		103	132
"	34	U	83	94		177	256
"	35	U	40	55		95	133
"	36	U	79	96		175	269
"	37A	U	43	62	1	106	168
"	37B	U	42	77	2	121	164
"	38	U	91	97	2	190	227
"	39	U	68	85		153	201
"	40	U	55	79		134	152
"	41	U	65	97		162	221
"	42A	U	58	79		137	158
"	42B	U	35	61		96	132

## SASKATOON—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Frank Roland MacMillan	Alexander Mac- Gillivray Young			
Saskatoon City (Cité)—Con...	43	U	80	122	1	203	259
" " " " " "	44A	U	67	87	1	155	161
" " " " " "	44B	U	41	60		101	137
" " " " " "	45	U	66	94	2	162	212
" " " " " "	46A	U	74	99		173	223
" " " " " "	46B	U	60	82		142	191
" " " " " "	47	U	81	81		162	205
" " " " " "	48	U	27	101	1	129	243
" " " " " "	49	U	88	64	1	153	189
" " " " " "	50	U	82	77		159	204
Pratt.....	51	R	26	28		54	81
Prime.....	52	R	10	30		40	74
Brightwater.....	53	R	14	33		47	53
Trottier.....	54	R	39	5		44	66
Dundurn.....	55	R	56	49		105	119
Plateau.....	56	R	19	44		63	73
Burnmore.....	57	R	16	37		53	64
Bradwell.....	58	R	52	69		121	125
Pleasant Point.....	59	R	22	26		48	53
Coates.....	60	R	16	44		60	75
Beaver Creek.....	61	R	7	33		40	51
Moon Lake.....	62	R	37	39		76	83
Victor.....	63	R	50	52		102	112
Duro.....	64	R	36	61	1	98	112
Cheviot.....	65	R	9	35		44	77
Blucher.....	66	R	43	64		107	111
Laurier.....	67	R	21	82		103	112
Patience Lake.....	68	R	22	47		69	97
Engen.....	69	R	23	56	2	81	106
Sutherland..... A-L	70	R	112	129	5	246	306
" " " " " " M-Z	70	R	50	77		127	174
Pleasant Hill.....	70A	R	12	40	3	55	85
South Saskatoon.....	70B	R	9	18		27	40
Farley.....	71	R	35	68		103	123
Edzell.....	72	R	19	61	1	81	121
Brownell.....	73	R	20	51		71	97
Blackley.....	74	R	23	45		68	86
Strawberry Valley.....	75	R	50	47		97	102
Old Trail.....	76	R	23	46		69	78
Clarkboro.....	77	R	18	58		76	102
Warman.....	78	R	50	131	4	185	232
Wurtzburg.....	79	R	43	72		115	159
Dalmeny.....	80	R	32	95		127	233
Osler.....	81	R	9	103	1	113	242
Miller.....	82	R	26	63		89	182
Hague.....	83	R	23	148	4	175	438
Hochfeld.....	84	R	5	54		59	374
Peters.....	85	R	6	33		39	95
Mennon.....	86	R	3	61		64	113
Hepburn.....	87	R	7	128		135	208
Smithburg.....	88	R	4	44	1	49	111
Totals—Totaux.....	114		5,706	8,058	65	13,829	18,680

Majority for } Alexander MacGillivray Young 2,352.  
Majorité pour }



## SOUTH BATTLEFORD

Population—1926, 40,816

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Arnold Hagerman	Alfred Luce Le Ruez	John Vallance			
Kerrobert Advance (Provi- soire).....		R	14	0	13		27	
Wilkie Advance (Provisoire).....		R	33	1	6	1	41	
Rosetown Fifty.....	1	R	4	13	10		27	85
Ruthilda.....	2	R	21	11	30		62	146
Kelfield.....	3	R	56	19	51		126	161
Kitchener.....	4	R	13	11	22		46	78
Arcata.....	5	R	32	7	34		73	83
Kerrobert.....	6	R	29	29	57		115	147
“.....	7	A-L	77	4	79		160	187
“.....	7	M-Z	72	16	58		146	185
Onward.....	8	R	1	49	31	1	82	90
Millidge.....	9	R	11	19	11		41	63
Derrick.....	10	R	5	46	4		55	70
Finley.....	11	R	5	22	2		29	42
Salonica.....	12	R	1	2	15		18	23
St-Danadus.....	13	R	4	12	57		73	85
Elk.....	14	R	5	35	10		50	60
McMechan.....	15	R	0	31	13	1	45	64
Robinson.....	16	R	4	38	11		53	73
Progress.....	17	R	3	24	8		35	51
Baliol.....	18	R	5	31	41		78	82
Mariposa.....	19	R	9	12	37		58	68
Broadacres.....	20	R	31	6	53	4	94	114
Gettysburg.....	21	R	20	20	31		71	123
Patmore.....	22	R	16	12	30	3	61	92
Riddell.....	23	R	10	16	12		38	80
Springwater.....	24	R	24	3	33		60	70
Pinwhery.....	25	R	4	26	13		43	57
Greenfield.....	26	R	1	10	22		33	69
Eastshore.....	27	R	17	6	98	3	124	143
Tramping Lake.....	28	R	14	13	173		200	235
Ear Hill.....	29	R	3	10	34		47	64
Abbnott.....	30	R	3	16	46	2	67	75
Luseland.....	31	R	23	64	98	2	187	214
Lushurst.....	32	R	11	37	16		64	81
Waterloo.....	33	R	2	33	24		59	78
Harlow.....	34	R	1	37	8		46	66
Long Valley.....	35	R	3	23	45		71	82
Cactus Lake.....	36	R	5	8	92	2	108	124
Grosswerder.....	37	R	3	5	79		87	124
Denzil.....	38	R	26	18	62		106	158
Salvador.....	39	R	38	54	77	4	173	206
Deer Lodge.....	40	R	6	57	21		84	102
Grass Lake.....	41	R	11	25	14		50	84
Princeton.....	42	R	4	28	38		70	84
Queensview.....	43	R	4	14	62	5	85	89
Krist.....	44	R	1	6	57		64	64
Leipzig.....	45	R	5	6	87		98	120
Landis.....	46	R	22	27	69		118	172
Palo.....	47	R	9	10	23		42	81
Traynor.....	48	R	11	10	40		61	100
Wolfe.....	49	R	11	22	14		47	72
Cavell.....	50	R	12	8	17	1	38	63
Belle View Plains.....	51	R	8	39	21		68	90
Revenue.....	52	R	12	1	75	2	90	112
Uzelman.....	53	R	13	9	65		88	115
Muddy Lake.....	54	R	15	5	24		44	50
Boulby.....	55	R	10	22	4		36	50
Rosary.....	56	R	19	15	64		98	114
Donegal.....	57	R	17	5	52	1	75	102
Bell City.....	58	R	6	5	47		58	115
Primate.....	59	R	17	9	55	2	83	132
South Macklin.....	60	R	6	22	62		90	112
Macklin.....	61	R	60	31	56		147	179

## SOUTH BATTLEFORD—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour				Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Arnold Hagerman	Alfred Luce Le Ruez	John Vallance				
Macklin North (Nord).....	62	R	8	38	13	1	60	86	
Evesham.....	63	R	38	37	18		93	182	
Sporran.....	64	R	5	5	37		47	99	
Ennis.....	65	R	13	17	78		108	173	
Scotstown.....	66	R	32	29	13		74	109	
Sunny Glen.....	67	R	30	18	21		69	87	
Queenston.....	68	R	37	6	17		60	85	
Tako.....	69	R	6	41	14	1	62	75	
Scott.....	70	R	25	44	105	2	176	212	
Reford.....	71	R	5	23	16		44	66	
Inverallan.....	72	R	11	25	18		54	73	
Montgomery.....	73	R	8	5	6		19	46	
Pan Muir.....	74	R	6	9	8	1	24	42	
North Wilkie.....	75	R	45	59	7		111	169	
South Wilkie.....	76	R	34	6	53	1	94	139	
East Wilkie.....	77	R	58	10	63		131	173	
Glenlogan.....	78	R	14	14	31		59	80	
Grain Lands.....	79	R	6	13	16		35	62	
Phippen.....	80	R	26	23	33		82	112	
Adanac.....	81	R	33	5	18		56	80	
Unity.....	82A	R	110	4	35	1	150	208	
".....	82B	R	104	12	40		156	180	
".....	83	R	28	16	12		56	76	
Belton.....	84	R	23	21	10		54	71	
Mount Everest.....	85	R	13	15	15		43	98	
Rutland.....	86	R	24	13	34		71	113	
Senlac.....	87	R	36	97	34	1	168	245	
North End.....	88	R	10	24	11		45	55	
Parkdale.....	89	R	4	22	4		30	59	
Reids.....	90	R	5	21	9	1	36	76	
Vera.....	91	R	10	0	6		16	17	
Blue Bell.....	92	R	30	25	13		68	77	
Wasteena.....	93	R	41	23	36		100	106	
Swathmore.....	94	R	22	13	23		58	93	
Thackery.....	95	R	16	10	13		39	58	
Narrow Lake.....	96	R	7	23	12		42	52	
Starview.....	97	R	9	2	5		16	55	
Ibstone.....	98	R	7	8	20		35	84	
Red Cross.....	99	R	9	22	39		70	90	
Doyle.....	100	R	2	25	16		43	75	
Drummond Creek.....	101	R	10	16	6		32	56	
Ovenstown.....	102	R	7	27	7		41	81	
Weir.....	103	R	18	31	7		56	93	
Watson.....	104	R	28	9	19		56	87	
Ruth.....	105	R	12	33	5		50	77	
Seagram.....	106	R	16	1	21		38	52	
Winter.....	107	R	8	1	31		40	40	
Yonker.....	108	R	5	1	5		11	19	
Freshwater.....	109	R	3	5	1		9	13	
Artland.....	110	R	17	33	20		70	96	
Manitou.....	111	R	5	66	18		89	116	
Kelly.....	112	R	8	6	1		15	17	
Vance.....	113	R	26	10	0		45	74	
Wilbert.....	114	R	15	18	33		66	102	
Brownlea.....	115	R	6	20	27		53	64	
Cut Knife.....	116	R	51	6	69		126	143	
Gallivan.....	117	R	8	15	35		58	85	
Rockhaven.....	118	R	21	10	33		64	74	
Prongus.....	119	R	17	48	32		97	110	
Lindequist.....	120	R	5	9	40		54	83	
Academy.....	121	R	6	23	2		31	70	
Battleford.....	122	R	38	2	69	1	110	148	
".....	123	R	41	7	72		120	166	
".....	124	R	38	10	80		128	151	
Eight Mile Lake.....	125	R	6	4	14		24	34	



## SOUTH BATTLEFORD—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	James Arnold Hagerman	Alfred Luce Le Ruez	John Vallance			
Highgate.....	126	R	15	3	40	1	59	61
Suffern.....	127	R	12	31	11		54	66
Riding Hill.....	128	R	18	7	28		53	77
Poundmaker.....	129	R	21	7	34		62	67
Wardenville.....	130	R	9	35	12	1	57	77
Baldwinton.....	131	R	49	26	17		92	108
Freemont.....	132	R	24	20	43		87	138
Neilburg.....	133	R	19	54	29	11	113	122
Marsden.....	134	R	19	99	42		160	224
Sherlock.....	135	R	3	31	10		44	57
Riverside.....	136	R	0	5	3		8	14
Carruthers.....	137	R	29	20	53		102	118
Little Pine.....	138	R	11	28	13		52	82
Battle Bank.....	139	R	2	16	3		21	46
Delmas.....	140	R	4	33	89		126	168
".....	141	R	5	21	41		67	79
Bresaylor.....	142	R	9	40	42	1	92	124
Paynton.....	143	R	39	67	128		234	278
Birch Lake.....	144	R	2	1	0		3	14
Lilydale.....	145	R	3	25	10		38	76
Cosy Nook.....	146	R	10	36	10		56	75
Beechwood.....	147	R	11	29	6		46	63
Rereshill.....	148	R	2	15	7		24	48
Nunehor.....	149	R	2	34	5		41	64
Rugby.....	150	R	16	62	23	1	102	139
Wirral.....	151	R	13	47	14		74	89
Lashburn.....	A-L 152	R	40	28	64	4	136	176
".....	M-Z 152	R	60	24	56	2	142	183
Battlevale.....	153	R	6	13	33		52	95
Waseca.....	154	R	15	0	58		79	112
Maidstone.....	155	R	27	47	52		126	177
".....	156	R	42	6	54		102	131
Birling.....	157	R	8	4	24		36	61
Grand Cheviot.....	158	R	4	13	27		44	61
Golden.....	159	R	2	5	3		10	31
Walters.....	160	R	2	8	11		21	55
Fartown.....	161	R	12	65	2		79	85
Southminster.....	162	R	4	70	12		86	114
Marshall.....	163	R	26	105	58		189	229
Newlands.....	164	R	22	42	20		84	112
Forest Bank.....	165	R	3	48	15		66	99
Dee Valley.....	166	R	11	37	17		65	107
Standard Hill.....	167	R	6	28	3		37	82
Mililton.....	168	R	1	41	11		53	88
Dry Gully.....	169	R	3	34	9		46	54
Banana Belt.....	170	R	1	8	1		10	32
Landrose.....	171	R	12	44	10		66	82
Greenwood.....	172	R	9	64	7	1	81	141
Lloydminster.....	A-L 173	R	49	52	46		147	423
".....	M-Z 173	R	52	37	25		114	
Northminster.....	174	R	8	37	5		50	133
Greenstreet.....	175	R	17	27	12		56	127
Tangleflags.....	176	R	3	46	2		51	112
North Bend.....	177	R	5	33	5		43	56
Walmsley.....	178	R	4	14	10		28	53
Totals—Totaux.....	184		3,106	4,237	5,607	66	13,016	18,089

Majority for } John Vallance over (sur) { Alfred Luce LeRuez, 1,370.  
Majorité pour } James Arnold Hagerman, 2,501.

## SWIFT CURRENT

Population—1926, 29,988

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Edward Bothwell	Arthur John Lewis	Archibald Livingston			
Westmount.....	1	R	100	19	28		147	171
Western.....	2	R	110	13	40		163	205
Carlton.....	A-L 3	R	125	19	76		220	252
".....	M-Z 3	R	106	3	60		169	220
Central.....	A-L 4	R	61	7	50		118	176
".....	M-Z 4	R	47	10	48		105	153
Pleasant View.....	5	R	115	2	53		170	191
Eastern.....	A-H 6	R	89	21	45		155	204
".....	I-Z 6	R	81	10	42		133	175
South Side.....	7	R	69	38	55	5	167	214
Burstall.....	8-9-10	R	92	11	15		118	184
Acreworth.....	11	R	30	4	2		36	36
Saskedge.....	12	R	22	2	2		26	65
Estuary.....	13	R	44	12	4		60	130
Gascoine.....	14	R	26	1	0	3	36	52
Angerman.....	15-16	R	48	8	0		65	128
Rickville.....	17-18	R	52	19	18		89	167
Keystone.....	19	R	41	11	2		54	109
Mendham.....	20	R	02	6	4	1	80	140
Westerham.....	21	R	47	13	4	2	66	110
Leader.....	22	R	14	43	3	1	61	113
".....	23	R	89	33	34		156	224
Hollymound.....	24	R	54	14	1	1	70	104
Frohlich.....	25	R	14	24	2		40	75
Elardee.....	26-27	R	98	5	8	5	116	211
Berghanson.....	28-29	R	109	17	7	14	147	205
Culili.....	30-31	R	119	11	4	1	135	189
Prelate.....	32	R	35	31	21	2	89	134
".....	33	R	66	15	30		111	156
Fairbank.....	34	R	19	42	5		66	72
Sceptre.....	35	R	100	40	20	2	162	242
".....	36	R	39	8	24		71	87
Hogg.....	37	R	28	0	2		30	30
Oadas.....	38	R	34	2	4		40	44
Lemsford.....	39	R	55	86	33	2	176	219
Bakerville.....	40	R	6	21	17		44	51
Portreeve.....	41	R	44	64	23	4	135	182
Sectional.....	42	R	41	47	14		102	170
Lancer.....	43	R	33	13	13		59	63
Roe.....	44	R	23	37	6		66	91
Baxterville.....	45	R	30	14	13		57	98
Three Butte.....	46	R	18	27	23		68	93
Abby.....	47	R	31	73	20		124	185
".....	48	R	38	20	15		73	102
Ranger.....	49	R	11	7	11		29	48
Fairdale.....	50	R	22	11	14	2	49	64
Miry Creek.....	51	R	29	18	15	1	63	91
Shackleton.....	52	R	26	21	25		72	111
Waldensian.....	53	R	20	38	20		78	88
Sanford Dene.....	54	R	3	37	8		48	57
Culham.....	55	R	14	36	1		51	109
Cabri.....	56	R	17	52	29		98	125
".....	57	R	82	29	94		205	232
Ganrelle.....	58	R	40	45	5		90	102
Riverdene.....	59	R	11	39	5		55	66
Pennant.....	60	R	67	47	35	1	150	201
Vancluse.....	61	R	4	7	0		11	26
Vergland.....	62	R	12	39	10		61	82
Lloyd.....	63	R	5	7	5		17	35
Webb.....	64	R	93	3	55		151	186
Queens County.....	65	R	24	0	22		52	97
Wilhelmina.....	66	R	45	11	23	1	80	108
Seward.....	67	R	10	3	40		53	64
Gander Lake.....	68	R	19	1	1		21	35
Velva.....	69	R	15	13	8		36	65



## SWIFT CURRENT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Edward Bothwell	Arthur John Lewis	Archibald Livingston			
Success.....	70	R	19	87	22	.....	128	166
Ohioville.....	71	R	11	30	16	1	58	71
Valentine.....	72	R	21	38	3	.....	62	72
Wheat Belt.....	73	R	18	11	2	.....	31	56
Fairhills.....	74	R	1	55	3	.....	59	67
The Flats.....	75	R	6	37	16	.....	59	74
Cantuar.....	76	R	18	25	13	.....	56	90
Beverley.....	77	R	12	24	17	.....	53	91
Arroyo.....	78	R	20	23	8	.....	51	71
McCallum.....	79	R	22	21	10	.....	53	67
Spring.....	80	R	23	14	0	.....	37	87
Dunelm.....	81	R	41	12	10	.....	63	117
Pleasant Hills.....	82	R	12	4	5	.....	21	75
Prairieville.....	83	R	7	5	12	.....	24	59
Ruskin.....	84	R	9	11	5	.....	25	70
Leinan.....	85	R	16	43	1	.....	60	80
Saskatchewan Landing.....	86	R	16	15	1	.....	32	78
Stewart Valley.....	87	R	32	4	1	.....	37	42
Buena Vista.....	88	R	13	12	4	.....	29	45
Diamond Hill.....	89	R	21	15	12	1	49	56
Durban.....	90	R	9	0	12	.....	21	56
Rose Dell.....	91	R	44	4	9	.....	57	73
Peel.....	92	R	40	2	4	.....	46	147
Wymark.....	93	R	98	5	17	.....	120	221
McMahon.....	94	R	51	3	14	.....	68	248
McIntosh.....	95	R	6	2	5	1	14	141
Longford.....	96	R	32	10	8	.....	50	77
Waldeck.....	97	R	61	21	30	.....	112	146
Spent.....	98	R	39	10	1	.....	50	81
Moscow.....	99	R	56	1	9	1	67	97
Hovestad.....	100	R	39	15	0	.....	54	90
Capeland.....	101	R	19	0	3	1	23	56
Turnhill.....	102	R	69	4	2	.....	75	105
Rush Lake.....	103	R	69	16	7	.....	92	143
Notman.....	104	R	18	27	4	.....	49	61
Cutbank.....	105	R	30	27	12	.....	69	89
Bigford.....	106	R	3	12	5	.....	20	67
Braddock.....	107	R	28	9	2	.....	39	73
Hollonquist.....	108	R	41	8	0	.....	49	98
Neidpath.....	109	R	12	16	3	.....	31	65
Coulée.....	110	R	50	30	4	.....	84	124
Donnellyville.....	111	R	32	20	4	.....	56	81
Bethania.....	112	R	35	4	2	.....	41	58
Main Centre.....	113	R	61	6	2	1	70	102
Lobethall.....	114-115	R	59	1	6	.....	66	123
River Dell.....	116	R	21	0	10	.....	31	73
Gouldtown.....	117	R	33	8	4	.....	45	81
Lundeen.....	118	R	34	5	2	.....	41	72
Herbert.....	119	R	28	2	14	.....	44	54
“.....A-L	120	R	142	7	15	.....	164	237
“.....M-Z	120	R	88	3	24	1	116	175
Lizard Creek.....	121	R	81	4	7	.....	92	127
Cordick.....	122	R	17	12	4	.....	33	80
Henke.....	123	R	58	3	7	.....	68	114
Mimosa.....	124	R	17	16	16	.....	49	74
Morse.....	125	R	119	15	34	2	170	210
“.....	126	R	51	12	5	.....	68	93
Rolling Plains.....	127	R	32	15	14	.....	61	78
Glover.....	128	R	26	1	2	.....	29	53
Log Valley.....	129	R	11	0	4	.....	24	34
Riverhurst.....	130	R	48	04	28	1	141	183
Pratt.....	131	R	12	34	6	1	53	67
Shooter Hill.....	132	R	5	33	1	.....	40	66
Calderbank.....	133	R	25	25	5	.....	55	82
Perry.....	134	R	22	20	1	.....	43	66

SWIFT CURRENT—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour			Rejected ballots — Buletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Edward Bothwell	Arthur John Lewis	Archibald Livingston			
Ernfold.....	135	R	72	65	15	.....	152	186
Imperial.....	136	R	15	28	14	.....	57	83
Meadow.....	137	R	43	3	3	.....	49	111
Dale.....	138	R	25	13	9	.....	47	87
Droxford.....	139	R	41	29	8	5	83	111
Uren.....	140	R	22	20	22	4	68	82
Cook.....	141	R	12	16	18	.....	46	62
Halvorgate.....	142	R	13	21	10	.....	44	83
Aquadell.....	143	R	9	55	7	.....	71	78
Osceola.....	144	R	8	53	1	.....	62	74
Gilroy.....	145	R	36	33	7	.....	76	103
Orange Hall.....	146	R	46	30	31	.....	107	150
Aiktow.....	147	R	2	30	0	.....	32	51
Mount Pisgah.....	148	R	10	15	3	.....	28	40
Lawson.....	149	R	23	84	3	.....	110	129
Union Jack.....	150	R	5	59	6	.....	70	90
Dufton.....	151	R	6	55	4	.....	65	65
Pine Lake.....	152	R	6	36	0	.....	42	67
Bryceton.....	153	R	12	8	10	.....	30	67
Chaplin.....	154	R	52	14	36	.....	102	131
Barry.....	155	R	31	14	15	.....	60	79
Swift Current Advance (Pro- visoire).....		R	9	0	15	1	25	.....
Totals—Totaux.....	152	.....	5,788	3,094	2,097	69	11,048	16,343

Majority for } Charles Edward Bothwell over (sur) { Arthur John Lewis, 2,694.  
Majorité pour } Archibald Livingston, 3,691.



## WEYBURN

Population—1926, 40,352

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Morrison	Edward James Young			
Davin.....	1	R	27	77	1	105	141
Vibank.....	2	R	28	195	5	228	262
Odessa.....	3	R	31	150	2	183	219
“.....	3A	R	30	57		87	124
Kendal.....	4	R	10	112	1	123	195
Montmartre.....	5	R	11	236		247	269
Blumenfelt.....	6	R	11	68		79	114
Lajord.....	7	R	14	93		107	175
Scott School.....	8	R	35	21		56	106
Thumber s.....	9	R	15	20		35	56
Estlin.....	10	R	17	26	4	47	84
R. Montgomery's.....	11	R	13	20		33	99
Todd School.....	12	R	10	10		20	77
Yankee Ridge.....	13	R	5	9	1	15	62
Gray.....	14	R	45	42		87	172
Riceton.....	15	R	12	50		62	164
Quigley's Residence.....	16	R	1	47		48	93
Sedley.....	17	R	10	130		140	231
Francis.....	18	R	20	49		69	92
“.....	18A	R	36	74		110	191
Mayerling.....	19	R	15	40		55	97
Silver Valley.....	20	R	23	17	1	41	107
Alpha.....	21	R	12	63		75	110
Osage.....	22	R	61	78	1	140	197
Tyvan.....	23	R	59	69		128	195
Colfax.....	24	R	45	32		77	140
Maxwell.....	24A	R	8	25		33	76
Lewman.....	25	R	13	46		59	124
Béchar d.....	26	R	10	17	1	28	70
Crocus Plains.....	27	R	11	30		41	85
Brighton.....	28	R	23	2		25	73
Corinne.....	29	R	29	15		44	83
Wilcox.....	30	R	44	63		107	186
14-12-21.....	31	R	6	47		53	124
Milestone.....	32	R	57	74		131	201
“.....	32A	R	77	36		113	187
Dummer.....	33	R	12	78		90	98
Thompson's House.....	34	R	15	39		54	62
Coe's House.....	34A	R	17	20		37	57
South Creek.....	35	R	17	7		24	56
Nolte's Hall.....	36	R	22	81	2	105	222
Smith Dale.....	37	R	16	28		44	63
White.....	38	R	27	17		44	82
Cedoux.....	39	R	11	19		30	115
Fillmore.....	40	R	85	82		167	249
Wheaton.....	41	R	14	9		23	34
Rainton.....	42	R	19	23	1	43	60
Lily Glenn.....	43	R	25	13	1	39	77
Prairie View.....	44	R	15	34		49	155
Yellow Grass.....	45	R	111	46		157	213
“.....	45A	R	87	13		100	170
Beautiful Plains.....	46	R	47	21		68	99
Rocky Bluff.....	47	R	11	6		17	33
Rock Springs.....	48	R	24	38		62	76
Wild Rose.....	49	R	6	14	2	22	40
Sam Love's House.....	50	R	14	16		30	57
Sanfords' House.....	51	R	10	0		10	23
For's Store.....	52	R	10	7		17	47
McTaggart.....	53	R	16	55		71	197
Weyburn.....	54	R	66	41		107	192
Schneider.....	55	R	34	16		50	128
Hume.....	56	R	44	6		50	67
Griffin.....	57	R	24	48		72	128
“.....	58	R	7	9		16	37
St-Elmo.....	59	R	7	11		18	44
Ralph.....	60	R	21	14	1	36	76
River View.....	61	R	41	37		78	165
Prospect.....	62	R	12	33		45	81

## WEYBURN—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John Morrison	Edward James Young			
Guests' House.....	63	R	11	10		21	43
Alsen.....	64A	R	8	0		14	31
Frossacks.....	64B	R	32	33		65	99
Forward.....	65	R	18	33		51	69
Khediye.....	66	R	25	67	1	93	159
Paugman.....	67	R	49	67		116	177
Amulet.....	68	R	80	73		153	236
Black Oak.....	69	R	14	21		35	83
Brooking.....	70	R	18	37		55	71
Abbot.....	70A	R	3	32		35	45
Hardy.....	71	R	55	46		101	162
Ceylon.....	72	R	53	134		187	231
Sam Thompson.....	73	R	14	18		32	101
Radville.....	74	R	40	128		168	279
".....	74A	R	25	63	2	90	214
".....	74B	R	20	42		62	115
".....	75	R	4	47		51	123
Neptune.....	76	R	28	45		73	159
Weyburn Plains.....	77	R	44	24		68	115
Colgate.....	78	R	49	40		89	111
Lamond.....	79	R	61	2 5		86	123
Goodwater.....	80	R	29	63		92	134
Halbrite.....	81	R	34	58		92	152
White Rock.....	82	R	4	12		16	43
Midale.....	83	R	15	44		59	99
Dewey.....	84	R	15	11		26	41
Waite.....	85	R	21	19	1	41	78
Campbell's House.....	86	R	27	12		39	86
Tribune.....	87	R	42	8		50	66
Maxim.....	88	R	13	40		53	76
Souris Valley.....	89	R	3	35		38	76
Sohie's House.....	90	R	4	29		33	91
Lacadia.....	91	R	3	66	2	71	124
Cairnbrogia.....	92	R	1	47		48	81
Gordon.....	93	R	25	14		39	64
Coaldale.....	94	R	8	9		17	53
Lindsley's House.....	95	R	5	33	1	39	55
Gladmar.....	96	R	24	79	1	104	135
Blooming.....	97	R	1	40		41	42
Pepper.....	98	R	8	48		56	85
Geo. Larson's House.....	99	R	45	8		53	81
W. J. May's House.....	100	R	20	34		54	122
Tribune.....	101	R	44	52		96	142
Bromhead.....	102	R	42	86		128	138
Chas. Nelson's House.....	103	R	25	25		50	91
Torquay.....	104	R	16	101		117	151
Hagan.....	105	R	12	61		73	92
Tenold.....	106	R	8	63		71	117
Jas. Graham's House.....	107	R	23	63		86	124
Murray Smith.....	108	R	54	58		112	136
Summit.....	109	R	30	67		97	112
Skjerdale's House.....	110	R	25	41		66	101
Peterson's House.....	111	R	21	43		64	100
Ray Ericksons' House.....	112	R	1	60		61	65
Frauzen's House.....	113	R	0	6		14	33
Hilebarts' House.....	114	R	8	18		18	18
Beischel.....	115A	R	50	49		99	192
Browns.....	115B	R	44	56	1	101	184
Soo.....	A-L 116	R	48	47		95	161
".....	M-Z 116	R	41	48		89	154
".....	A-L 117	R	52	67		119	182
".....	M-Z 117	R	54	68		122	188
Arena.....	A-L 118	R	62	105		167	219
".....	M-Z 118	R	44	95		139	200
Fry's Office.....	119	R	17	55		72	133
Clarke's Advance (Provisoire).....		R	13	13		26	
Totals—Totaux.....	134		3,493	6,068	33	9,594	15,747

Majority for }  
Majorité pour } Edward James Young, 2,575.



## WILLOW BUNCH

Population—1921, 47,380

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Donnelly	Charles Morley Wilkin Emery	Joseph Arthur Marcotte			
Marshall.....	1	R	4	4	15		23	40
Morrison.....	2	R	45	11	2	2	60	82
Devereaux.....	3	R	32	6	1	2	41	67
Whyte.....	4	R	36	4	1	1	42	64
Stone.....	5	R	84	11	4	1	100	113
Luella.....	6	R	70	29	5		104	121
Earl.....	7	R	73	6	2		81	100
Lacordaire.....	8	R	68	10	3	2	83	111
Boundary.....	9	R	54	24	2		80	133
Borderland.....	10	R	47	8	6		61	75
Willowvale.....	11	R	10	12	6		28	38
Table Butte.....	12	R	7	12	3		22	45
Lonesome Butte.....	13	R	12	4	1		17	75
Bayley.....	14	R	1	4	1		6	12
Long Trail.....	15	R	4	0	0		4	6
Dunn.....	16	R	4	2	3		9	16
McEachern.....	17	R	26	1	3		30	49
Rousche.....	18	R	11	0	1		12	17
Wideview.....	19	R	69	5	0		74	87
Summercove.....	20	R	53	5	8		66	112
Patriotic.....	21	R	73	1	3		77	125
Southview.....	22	R	13	1	1	1	16	57
Vigilant.....	24	R	9	15	2		26	94
Wood Mountain.....	25	R	18	6	5		29	100
Canopus.....	26	R	10	19	2	1	32	47
Hay Meadow.....	27	R	10	14	3		27	50
Quantock.....	28	R	68	21	2	2	93	123
Fife Lake.....	29	R	61	33	14	1	109	181
Hart.....	30	R	49	12	10		71	102
Maston.....	31	R	18	10	3		31	64
Hicks.....	32	R	32	12	13	1	58	93
Happy Valley.....	33	R	31	11	1		43	63
Livingstone.....	34	R	2	11	0		13	19
Waniska.....	35	R	1	10	2		13	25
Doege.....	36	R	16	20	8		44	76
Lampdon.....	37	R	9	21	8		38	79
Garness.....	38	R	11	16	13		40	77
Harpree.....	39	R	21	35	10		66	143
Fremington.....	40	R	16	21	10		47	77
Little Woody.....	41	R	36	28	5		69	114
Twin Valley.....	42	R	25	43	11		79	119
Scout Lake.....	43	R	78	27	17		122	163
Hay Meadow.....	44	R	9	7	5		21	50
Elm Springs.....	45	R	10	2	7		19	47
Lidgett.....	46	R	35	9	3	1	48	124
Mankota.....	47	R	27	11	5		43	72
Fournierville.....	48	R	25	8	1		34	56
Milly.....	49	R	52	16	16		84	126
Glentworth.....	50	R	57	2	14		73	97
Socrates.....	51	R	24	28	2		54	111
Flynn.....	52	R	14	6	1		21	54
Two Trails.....	53	R	51	4	3	1	59	89
Gollier.....	54	R	67	7	17	1	92	117
Campbell.....	55	R	26	1	25	1	53	73
St-Victor.....	56	R	123	2	15	5	145	172
Willow Bunch.....	57	R	151	7	44		203	221
".....	57A	R	50	1	35	4	139	151
Scharon School.....	58	R	11	26	8	1	45	81
Una.....	59	R	17	20	3		40	47
Bengough.....	60	R	113	34	47		194	269
Ritchie.....	61	R	52	43	9		104	129
Roe.....	62	R	22	10	10		42	111
Horizon.....	63	R	38	19	10		67	91
Viceroy.....	64	R	55	37	45	2	139	198
Verwood.....	65	R	65	44	42		151	228

## WILLOW BUNCH—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Donnelly	Charles Morley Wilkin Emery	Joseph Arthur Marcotte			
Moose Pond.....	66	R	48	10	7		65	102
Crosson.....	67	R	34	13	6	1	54	54
Maxtone.....	68	R	48	12	3		63	88
Bruce.....	69	R	52	25	9		86	164
Lakenheath.....	70	R	90	5	14	2	111	177
Plessis.....	71	R	23	1	0	1	25	78
Falconer.....	72	R	10	3	4		17	73
Gavelin.....	73	R	46	9	8		63	107
Billiman.....	74	R	21	9	2		32	77
Jack Creek.....	75	R	10	8	1		19	77
Sunny View.....	76	R	40	10	7		57	105
Cactus.....	77	R	58	4	3		65	89
Connaught.....	78	R	22	21	19		62	112
Harwood.....	79	R	21	26	2		49	100
Ellis.....	80	R	32	2	11		45	78
Hughes.....	81	R	27	33	6		66	110
Assiniboia.....	82	R	29	36	12	2	79	122
Willows.....	83	R	25	43	15		83	123
Readlyn.....	84	R	61	40	27	1	129	252
Winside.....	85	R	18	28	4		50	108
Sussex.....	86	R	41	8	3	1	53	81
Glasnevin.....	87	R	58	20	1		79	200
Ogema.....	88	R	50	23	36		109	318
Kirkpatrick.....	88A	R	65	52	37		154	199
Gray.....	89	R	5	43	4		52	91
Edell.....	90	R	18	14	27		59	98
Ellyn.....	91	R	25	41	2		68	110
Wenaus.....	92	R	28	14	0		42	130
Deanton.....	93	R	19	28	0		47	95
Davyroyd.....	94	R	13	45	9		67	67
Lethburn.....	95	R	11	30	6		47	75
Valor.....	96	R	22	29	35		86	144
Limerick.....	97	R	28	13	13		54	93
Ellis.....	98	R	25	24	13		62	108
Melaval.....	99	R	67	24	16		107	117
Wood Dale.....	100	R	24	27	15		66	104
Woodrow.....	101	R	71	17	60		148	214
Meyronne.....	102	R	157	8	13		178	213
Kincaid.....	103	R	113	28	26	1	168	223
Hazenmore.....	104	R	94	8	31		133	213
Cannonea.....	105	R	26	20	4		50	92
Dixie.....	106	R	31	27	4		62	78
Vindictive.....	107	R	36	19	10		65	108
McCarte.....	108	R	48	4	24		76	116
Laflèche.....	109	R	201	40	33		274	316
Castlemore.....	110	R	25	47	3		75	101
Carefoot.....	111	R	33	5	25		63	115
Orinoco.....	112	R	36	5	18		59	109
Congress.....	113	R	29	63	24		116	210
Arlie.....	114	R	31	61	10		102	169
Maxwelton.....	115	R	27	40	3		70	164
Crane Valley.....	116	R	58	29	3		90	125
Wheatstone.....	117	R	61	16	5	1	83	150
Kayville.....	118	R	55	25	35		115	117
Patterson.....	119	R	20	7	12		39	88
A. Exander.....	120	R	37	2	4	1	44	222
Kemp.....	121	R	20	4	24	2	50	127
Dirt Hills.....	122	R	11	13	12		36	60
Jorgeson.....	123	R	23	38	49		110	148
Hilton.....	124	R	38	26	3		67	127
Ettington.....	125	R	34	20	7		61	127
Vantage.....	126	R	73	19	5		97	164
Mazenod.....	127	R	82	25	28		135	192
Palmer.....	128	R	34	16	37		87	123
McEwen.....	129	R	42	20	10		72	108



## WILLOW BUNCH—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Thomas Donnelly	Charles Morley Wilkin Emery	Joseph Arthur Marcotte			
Deimer.....	130	R	50	11	18		79	124
Wisson.....	131	R	22	2	5		29	92
Ville Bouvier.....	132	R	59	10	5		74	119
McBain.....	133	R	24	9	5		38	102
Harold.....	134	R	43	15	6		64	138
Minifre.....	135	R	33	7	0		40	119
Arnold.....	136	R	33	3	0		36	90
Busche.....	137	R	71	1	2		74	132
Arland.....	138	R	40	19	2		61	118
Gauthier.....	139	R	60	28	9		97	157
Remillard.....	140	R	19	21	4		44	100
Flaxton.....	141	R	29	1	13		43	114
Watson.....	142	R	40	17	11		68	102
Centre Ridge.....	143	R	27	16	3		46	126
Ada.....	144	R	76	47	15		138	173
North Point.....	145	R	28	2	3		33	101
Netterville.....	146	R	17	45	10		72	130
Rouen.....	147	R	25	58	26		109	148
Bateman.....	148	R	67	48	15	1	131	151
St. Boswell's.....	149	R	75	34	15		124	209
Gooding.....	150	R	38	8	10		56	90
Wiwa Creek.....	151	R	31	6	4		41	73
Hodgeville.....	152	R	87	13	49		149	193
Hessler.....	153	R	37	8	14		59	118
Wiwa Hill.....	154	R	36	10	1		47	98
Standon.....	155	R	9	17	1		27	76
Bar Hill.....	156	R	16	32	3		51	70
Coderre.....	157	R	100	32	35		167	237
Rodgers.....	158	R	7	28	18		53	102
Old Wives.....	159	R	4	18	2		24	28
Courval.....	160	R	41	33	6		80	113
Trewdale.....	161	R	50	16	2		68	112
Shamrock.....	162	R	35	13	17	1	66	100
Atkins.....	163	R	47	17	11		75	119
Fair Valley.....	164	R	44	8	15		67	109
Vicher.....	165	R	43	10	20	1	74	96
Edgeworth.....	166	R	42	5	5		52	105
Willow Bunch.....	167	R	110	12	8		130	159
Dahinda.....	168	R	54	31	24		109	157
Assiniboia.....	169	R	104	26	120		250	281
".....	170	R	69	18	65		152	209
".....	171	R	27	13	48		88	124
Limerick.....	172	R	95	4	55		154	220
Glentworth.....	173	R	38	13	8	1	60	98
Gravelbourg.....	174	R	111	2	27	1	141	178
".....	174A	R	159	7	11		177	185
".....	174B	R	60	5	18		83	93
".....	174C	R	81	4	12	1	98	112
Ferland.....	175	R	47	11	8		61	110
Assiniboia Advance (Provi- soire).....		R	3	0	3		6	
Gravelbourg Advance (Provi- soire).....		R	0	0	0		0	
Totals—Totaux.....	181		7,683	3,123	2,263	49	13,118	20,913

Majority for } Thomas Donnelly over (sur) { Charles Morley Wilkin Emery, 4,560.  
Majorité pour } Joseph Arthur Marcotte, 5,420.

## YORKTON

Population—1926, 36,192.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Roy David Loucks	George Washington McPhee			
Zorra.....	1	R	56	39		95	149
Calder Village.....	2A	R	33	29	1	63	76
“ (Rural).....	2B	R	75	45	7	127	145
Wroxton South (Sud).....	3	R	50	37	1	88	116
Scotland.....	4	R	17	30		47	94
Tupper.....	5	R	43	23		66	81
Armstrong.....	6	R	18	39		57	120
Rokeby.....	7	R	47	36		83	139
York Lake.....	8	R	37	23		60	88
Jaroslav.....	9	R	28	34		62	108
Willowbrook.....	10	R	46	78	3	127	146
Cherry Field.....	11	R	58	24		82	120
Maxwelton.....	12	R	55	19		74	125
Beaver Hills.....	13	R	60	25		85	115
Hubbard.....	14	R	18	98		116	163
Soldiers.....	15	R	11	8		19	74
“.....	16	R					
Jedburgh.....	17	R	39	7		46	117
Beaverdale.....	18	R	27	29		56	115
Stony Coulee.....	19	R	13	34		47	87
Oreadia.....	20	R	25	40		65	111
Yorkton North (Nord).....	21	R	37	31		68	103
Yorkton.....	22	U	103	64		167	233
“.....	23A	U	47	69	1	117	170
“.....	23B	U	47	71		118	172
“.....	24	U	70	105	2	177	243
“.....	25	U	36	88		124	210
“.....	26A	U	47	94		141	190
“.....	26B	U	51	89		140	191
“.....	27	U	70	109		179	248
Anemone.....	28	R	35	21		56	99
Shamrock.....	29	R	30	29		59	92
Barvas.....	30	R	28	33		61	82
Wroxton North (Nord).....	31	R	51	96		147	199
Shillingthorpe.....	32	R	46	31		77	144
Gartmore.....	33	R	37	7	1	45	52
Alva.....	34	R	15	21	3	39	77
Two Creeks.....	35	R	34	12		46	108
Stony Creek.....	36	R	36	33	2	71	97
Stornoway.....	37	R	29	101		130	177
Rhein Village.....	38A	R	12	71		83	91
Rhein (Rural).....	38B	R	18	71		89	115
Wallace.....	39	R	17	37		54	86
Ebenezer.....	40	R	22	45	1	68	153
Grunert.....	41	R	16	34		50	121
Springside Village.....	42A	R	27	39	1	67	230
“ Rural.....	42B	R	25	34		59	
Creekside.....	43	R	43	17		60	125
Gladwin.....	44	R	19	14	1	34	118
Crowtherview.....	45-46	R	13	4		17	66
Runnymede.....	47	R	2	45		47	100
Okno.....	48	R	5	28		33	100
Walawa.....	49	R	4	35		39	124
Theodore Village.....	50A	R	29	55		84	135
“ (Rural).....	50B	R	33	52		85	152
Sandy River.....	51	R	8	37		45	91
Homestead.....	52	R	8	33		41	103
Gorlitz.....	53	R	12	42		54	133
Hamton.....	54	R	46	66		112	169
Jansen.....	55	R	30	74	4	108	163
Mulock.....	56	R	8	76	5	89	218
Bonnybank.....	57	R	66	27		93	149
Bunnesville.....	58	R	26	7		33	103
Togo.....	59	R	66	122	1	189	259
Runnymede.....	60	R	31	89	2	122	193



## YORKTON—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Roy David Loucks	George Washington McPhee			
Côté.....	61	R	25	81		106	143
Boggy.....	62	R	22	33		55	118
Kamsack.....	63A	R	51	97		148	194
".....	63B	R	33	61		94	132
".....	63C	R	73	110		183	274
".....	63D	R	61	61		122	194
" Advance (Provisoire).....		R	4	10		14	
Vernoe.....	65	R	14	32		46	129
Mennonfeldt.....	66	R	18	67	1	86	170
Donwell.....	67	R	30	50		80	196
Burgis.....	68	R	78	26		104	221
Drobot.....	69	R	18	67	4	89	167
Wolfe.....	70	R	8	32		40	133
Insinger.....	71	R	26	112		138	228
Fosti.....	72	R	11	45		56	113
Rivington.....	73	R	12	34		46	101
Tuffnell.....	74	R	58	21	1	80	121
Sheho Village.....	75	R	37	42		79	120
" (Rural).....	76	R	14	39		53	112
Stonyview.....	77	R	3	33	2	38	94
Goldenvale.....	78	R	6	19		25	167
Wasilowitz.....	79	R	16	13		29	157
Strathcona.....	80	R	15	20		35	125
Canora West (Ouest).....	81	R	34	24	2	60	142
Canora.....	82A	R	72	78		150	235
".....	82B	R	32	55	1	88	172
" East (Est).....	83	R	23	16		39	137
Mikado.....	84	R	22	66	2	90	205
Veregin.....	85	R	45	65		110	248
Kamsack West (Ouest).....	86	R	14	18		32	64
" East (Est).....	87	R	23	13		36	40
Prairie-Queen.....	88	R	32	26		58	88
Totals—Totaux.....	97		3,121	4,421	49	7,591	13,213

Majority for } George Washington McPhee, 1,300.  
Majorité pour }

## ALBERTA

## ACADIA

Population—1926, 33, 188

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Gardiner	George Harrison Wade			
Black Cherry.....	1	R	15	5		20	45
Steerford.....	2	R	40	3		43	61
Vandyne.....	3	R	54	1	1	56	68
Gold Spring.....	4	R	31	4	1	36	76
Chilmark.....	5	R	21	0		21	50
Kinmundy.....	6	R	18	0		18	36
Embree.....	7	R	15	3		18	22
Howie.....	8	R	5	2		7	21
Vosburg.....	9	R	4	3		7	14
Steveville.....	10	R	7	5		12	59
Hutton.....	11	R	24	1		25	46
Pandora.....	12	R	20	3		23	60
Cessford.....	13	R	31	11		42	85
Delano.....	14	R	3	2		5	10
Blood Indian.....	15	R	20	3		23	30
Cappon.....	16	R	71	18		89	132
Greenmound.....	17	R	31	2		33	59
Glevannah.....	18	R	27	4		31	47
Acadia Valley.....	19	R	28	7	2	37	55
Edendale.....	20	R	14	7	1	22	34
Tipperary.....	21	R	52	1	1	54	66
Rearville.....	22	R	42	1		43	55
Conrad.....	23	R	15	1		16	33
Dominion.....	24	R	11	0		11	21
Hawksdale.....	25	R	12	0		12	20
Pollockville.....	26	R	43	12		55	120
Johnston.....	27	R	22	2		24	47
Davidson.....	28	R	42	2		44	62
Wilford.....	29	R	26	4	1	31	37
Corinth.....	30	R	14	4		18	36
Carolside.....	31	R	21	13		34	85
Mapeline.....	32	R	21	1		22	31
Bigstone.....	33	R	23	1		24	35
Heathdale.....	34	R	27	1		28	39
Clemens.....	35	R	28	0		28	46
Kinmaul.....	36	R	71	4		75	77
Hills.....	37	R	33	4		37	54
Sunnyslope.....	38	R	27	3		30	63
Graindale.....	39	R	31	5		36	58
Bonnie Briar.....	40	R	26	5		31	42
Trinity.....	41	R	26	5		31	84
Benton.....	42	R	45	19		64	132
Oyen.....	43	R	111	77		188	279
Kirkwall.....	44	R	38	10	2	50	61
Keswick.....	45	R	26	6		32	47
Big Spring.....	46	R	32	0		32	51
Collholme.....	47	R	42	5		47	61
Reinboth.....	48	R	34	0		34	41
East Berry.....	49	R	59	4		63	90
Sunnynook.....	50	R	62	26		88	146
Fraserton.....	51	R	18	5		23	35
Lonebutte.....	52	R	40	10	1	51	70
Dorothy.....	53	R	24	0		24	33
Millerfield.....	54	R	39	0		39	47
Lawsonburg.....	55	R	27	12		39	116
Fowler.....	56	R	35	0		35	51



## ACADIA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Gardiner	George Harrison Wade			
Crampton.....	57	R	26	9		35	48
Munro.....	58	R	27	3		30	42
Halliday.....	59	R	14	3		17	41
Roselynn.....	60	R	17	5		22	63
Bonser.....	61	R	41	2		43	54
Laughlin.....	62	R	23	2		25	40
Cereal.....	63	R	49	34		83	141
Lanfne.....	64	R	46	8	1	55	89
Excel.....	65	R	41	7	1	49	71
Sibbald.....	66	R	85	14	1	100	182
Mere.....	67	R	42	1		43	70
Calendula.....	68	R	35	4		39	54
Glenada.....	69	R	31	2		33	56
Fairacres.....	70	R	52	0		52	55
Carpathia.....	71	R	28	1		29	44
Chinook.....	72	R	43	28		71	133
Crocus.....	73	R	19	2	1	22	38
Dobson.....	74	R	15	2		17	45
Earl Grey.....	75	R	6	7		13	37
Youngstown.....	76	R	60	54		114	242
Plover.....	77	R	10	1		11	32
Anderson.....	78	R	14	0		14	30
Sheerness.....	79	R	34	8		42	71
Riddle.....	80	R	10	4		14	24
Frakes.....	81	R	11	17		28	40
Hand Hills.....	82	R	27	10	1	38	74
Livingstone.....	83	R	50	6		56	103
Munson.....	84	R	87	34	2	123	225
Gartly.....	85	R	43	4		47	85
Mecheche.....	86	R	60	14		74	123
Wright.....	87	R	34	5	1	40	75
Dart.....	88	R	20	14		34	112
Golden Hill.....	89	R	24	10		34	84
Red Rose.....	90	R	22	9		31	64
Wildun.....	91	R	13	4		17	31
Richdale.....	92	R	30	13		43	61
Stanmore.....	93	R	29	3		32	47
Scotfield.....	94	R	40	2	1	43	59
Diamond.....	95	R	9	1		10	15
Pleasant Valley.....	96	R	28	1		29	48
Sounding Creek.....	97	R	16	0		16	34
Riddellvale.....	98	R	20	1		21	37
Whitelands.....	99	R	43	0		43	59
Golden Centre.....	100	R	18	0		18	23
Rush Centre.....	101	R	16	1		17	26
Muhlbach.....	102	R	47	1		48	72
Twin Lake.....	103	R	31	0	2	33	66
Springville.....	104	R	12	1		13	39
Excelda.....	105	R	29	0		29	51
MacArthur.....	106	R	14	0		14	38
New Brigden.....	107	R	67	1		68	105
Wildflower.....	108	R	62	0		62	85
Cop Hill.....	109	R	30	9	1	40	54
Rollinson.....	110	R	22	4		26	38
Wastina.....	111	R	30	3		33	48
Antelope Lake.....	112	R	6	4		10	14
Reist.....	113	R	31	0		31	46
Maude.....	114	R	20	0		20	29
Blair.....	115	R	21	8		29	63
Centrepont.....	116	R	16	7		23	48
Hanna.....	117A	R	92	176	2	270	468
".....	117B	R	63	142	3	208	353
Watts.....	118	R	30	11		42	98
Craigmyle.....	119	R	90	44	1	135	224
Delia.....	120	R	71	70		141	262

## ACADIA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Gardiner	George Harrison Wade			
Carter.....	121	R	69	2		71	110
Sunbeam.....	122	R	34	11		45	114
Morrin.....	123	R	113	22	6	141	228
Ant Hill.....	124	R	30	1		31	70
Rowley.....	125	R	50	10		60	111
Lloyd George.....	126	R	40	1		41	91
Kelvindale.....	127	R	10	2		12	68
Lillico.....	128	R	33	5	1	39	105
Dowling Lake.....	129	R	29	1		30	59
Alps.....	130	R	24	3		27	53
Solon.....	131	R	16	1	2	19	38
Maunder.....	132	R	20	1	1	22	41
Brainard.....	133	R	30	0		30	45
Burns.....	134	R	23	1		24	30
St. Elmo.....	135	R	35	6		41	63
Dejay.....	136	R	28	4		32	65
Naco.....	137	R	42	1		43	55
Sounding Valley.....	138	R	22	3		25	38
Butte Vale.....	139	R	20	4		24	45
Klein.....	140	R	20	3		23	53
Kinnear.....	141	R	25	2		27	44
Clairmont.....	142	R	23	0		23	35
Saskalta.....	143	R	21	1		22	42
Compeer.....	144	R	36	16		52	98
Wheatsheaf.....	145	R	25	0		25	50
Grassy Island Lake.....	146	R	11	0		11	31
Stonelaw.....	147	R	24	0		24	45
Minor.....	148	R	20	6		26	27
Roland.....	149	R	22	0		22	33
Freda.....	150	R	23	2		25	48
Ensleigh.....	151	R	12	4		16	41
Lawrence.....	152	R	21	0		21	44
Newell.....	153	R	13	4		17	27
Peace Valley.....	154	R	6	3		9	18
Berry Creek North (Nord).....	155	R	29	1		30	35
Netherby.....	156	R	36	2		38	46
Graystones.....	157	R	35	13		48	69
Hudson Bay.....	158	R	53	2		55	104
Orlando.....	159	R	37	1		38	78
Victor.....	160	R	39	2		41	81
Farrell Lake.....	161	R	39	2		41	74
Rumsey.....	162	R	85	19		104	210
Scollard.....	163	R	70	20		90	166
Gopher Head.....	164	R	31	7		38	70
Wolf Hill.....	165	R	39	5		44	110
Wide Awake.....	166	R	46	9		55	96
Endiang.....	167	R	25	3		28	69
Corinne.....	168	R	43	2		45	81
Buchan.....	169	R	42	3		45	77
Hiram.....	171	R	12	3		15	26
Starky.....	172	R	24	1		25	37
Kirkpatrick.....	173	R	30	0		30	39
Ray.....	174	R	38	4		42	55
Silverdale.....	175	R	26	1		27	49
Willowbrook.....	176	R	26	1		27	66
Ione.....	177	R	15	9		24	46
Gregerson.....	178	R	22	0		22	57
Kirriemuir.....	179	R	27	13	1	41	66
Altario.....	180	R	27	13		40	89
Upland.....	181	R	23	2	1	26	78
Horner.....	182	R	12	3		15	22
Pemukan.....	183	R	11	2		13	52
Monitor.....	184	R	53	28	1	82	154
Consort.....	185	R	78	33		111	197
Loyalist.....	186	R	37	9		46	94



## ACADIA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Robert Gardiner	George Harrison Wade			
Veteran.....	187	R	44	22		66	140
High Point.....	188	R	29	0		29	62
Moore.....	189	R	21	5		26	39
Sounding Creek.....	190	R	39	3		42	60
Lake Thelma.....	191	R	36	4	1	41	49
Cowan.....	192	R	26	3		29	66
Leeth Hill.....	193	R	23	1		24	44
Rustle.....	194	R	18	1		19	55
Bye Moore.....	195	R	49	8		57	94
Ozork.....	196	R	19	1		20	59
Big Valley.....	197	R	142	73	5	220	640
Wooded Hill.....	198	R	15	0		15	47
Aunger.....	199	R	23	2		25	67
Fritz Hill.....	200	R	14	3		17	85
Dunbarney.....	201	R	18	3		21	63
Leo.....	202	R	20	1		21	44
Leader.....	203	R	41	1		42	74
Pollux.....	204	R	19	0		19	79
Rush Point.....	205	R	24	4		28	60
Kimberley.....	206	R	56	2		58	65
Federal.....	207	R	33	1		34	53
Coronation.....	208 <sup>A</sup>	R	61	71		132	219
".....	208 <sup>B</sup>	R	26	51		77	161
Pleasant Heights.....	209	R	26	6		32	73
Avonlea.....	210	R	22	0		22	51
Neutral Valley.....	211	R	28	0		28	44
Gooseberry Lake.....	212	R	28	1		29	63
Neutral Hills.....	213	R	33	0		33	80
Conrads.....	214	R	19	1		20	54
Zering.....	215	R	20	2	1	23	122
Sentinel Hill.....	216	R	49	6		55	111
Hanna (Advance (Provisoire)).....		R	15	28		43	
Big Valley Advance (Provisoire).....		R	9	8		17	
Totals—Totaux.....	219		7,041	1,803	49	8,893	16,190

Majority for  
Majorité pour } Robert Gardiner, 5,238.

## ATHABASKA

Population—1926, 41,095

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Wilson Cross	Donald Ferdinand Kellner			
Fort Fitzgerald.....	1	R	41	7		48	110
Fort Chipewyan.....	2	R	51	6		57	157
Fort McMurray.....	3	R	74	29		103	226
Waterways.....	4	R	10	11		21	47
Checham.....	5	R	1	4		5	41
Wabasca North (Nord).....	6	R	16	3		19	93
“ South (Sud).....	7	R	21	0		21	61
Conklin.....	8	R	3	10		13	86
Calling Lake.....	10	R	6	7		13	39
Lahaieville.....	11	R	9	16		25	63
Baptiste Lake West (Ouest).....	12	R	3	5		8	28
“ East (Est).....	13	R	4	29		33	66
Athabaska West (Ouest).....	14	R	39	39	1	79	123
“ East (Est).....	15	R	43	49		92	140
Grosmont.....	16	R	2	8		10	31
Sawdy.....	17	R	4	10		14	51
Fairhaven.....	18	R	3	8		11	46
Lanik's.....	19	R	0	10		10	17
Parkhurst.....	20	R	21	21	1	43	66
Tawatinaw North (Nord).....	21	R	5	8		13	21
Toles.....	22	R	11	3		14	45
Donatville.....	23	R	10	15		25	76
Sarrai.....	24	R	14	13		27	53
Forest Grove.....	25	R	1	8		9	21
Moose Portage.....	26	R	3	5		8	26
.....	27	R	Included in No. 26 (Compris dans le n° 26)				
Lessard.....	28	R	12	15		27	58
La Corey.....	29	R	4	21		25	61
.....	30	R	Included in No. 29 & 31 (Comp. dans le n° 29-31)				
Wolfe Lake.....	31	R	4	6		10	10
Cold Lake.....	32	R	59	32		91	179
Beaver Crossing.....	33	R	4	7		11	52
Le Goff.....	34	R	10	13		23	89
Beaver River.....	35	R	Included in No. 34 (Compris dans le n° 34)				
St-Joseph's.....	36	R	Included in No. 39 (Compris dans le n° 39)				
Berg School.....	37	R	40	25		65	98
Ardmore.....	38	R	1	9		10	35
Bonnyville.....	39	R	0	12		12	33
Gurneyville.....	40	R	70	20		90	163
Durlingville.....	41	R	8	9		17	19
Maloy.....	42	R	24	14		38	60
Glendon.....	43	R	1	17		18	43
Troy.....	44	R	5	23		28	108
Moose Lake.....	45	R	3	9		12	26
Phillion.....	46	R	18	13		31	60
Duclos.....	47	R	8	13		21	43
Hoselaw.....	48	R	3	14		17	36
Rife.....	49	R	0	8		8	42
Beacon.....	50	R	2	13		15	39
Flat Lake.....	51	R	3	11	1	15	108
St-Paul Village.....	52	R	9	31		40	89
“.....	53	R	92	59		151	241
Beauregard.....	54	R	89	67		156	261
Allain.....	55	R	10	22		32	50
Laboucane.....	56	R	7	20		27	49
St-Edouard.....	57	R	9	19	1	29	32
Roberge.....	58	R	15	50		65	101
Boutin.....	59	R	2	15		17	55
Shamrock Valley.....	60	R	5	3		8	21
Merrick.....	61	R	7	8		15	17
Orvilton.....	62	R	0	10		10	35
Paulin.....	63	R	1	9		10	24
Bourgeois.....	64	R	7	8		15	25
.....	65	R	16	18		34	48



## ATHABASKA—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Wilson Cross	Donald Ferdinand Kellner			
Lake Thérien.....	66	R	5	9	1	15	43
Spring Park.....	67	R	0	16		16	26
Ferguson Flats.....	68	R	0	25	1	26	46
Cartier.....	69	R	17	19		36	59
Doucette.....	70	R	29	15	2	46	114
Lac St-Vincent.....	71	R	4	25		29	50
Paquette.....	72	R	12	17		29	52
Owlseye Lake.....	73	R	4	19		23	68
Cork.....	74	R	15	18	1	34	103
Ashmont.....	75	R	24	71	1	96	135
Spedden.....	76	R	15	107		122	218
Boyne Lake.....	77	R	5	17		22	56
Scales.....	78	R	12	9		21	66
Clark.....	79	R	Included in No. 78 (Compris dans le n° 78)				
St-Vincent.....	80	R	41	12		53	84
Thérien.....	81	R	30	17		47	89
Labonté.....	82	R	25	18	1	44	84
Dumais.....	83	R	Included in No. 86 (Compris dans le n° 86)				
Sideview.....	84	R	2	9		11	33
Gibbs.....	85	R	Included in No. 87 (Compris dans le n° 87)				
St. Lina.....	86	R	20	43		63	94
Sugden.....	87	R	5	10		15	44
Floating Stone.....	88	R	1	9		10	62
Bordenave.....	89	R	0	6		6	15
Cole Lake.....	90	R	Included in another Poll (Compris dans un autre arrondissement)				
Sokol.....	91	R	5	5		10	37
Fork Lake.....	92	R	0	5		5	42
Grandon.....	93	R	12	8		20	39
Craigend.....	94	R	1	9		10	45
Normandeau.....	95	R	18	5		23	30
Lake Elinor.....	96	R	6	7	2	15	30
Big Bay.....	97	R	11	6		17	51
	98	R	Included in No. 100 & 104 (Compris dans le n° 100 & 104)				
Venice.....	99	R	5	26		31	39
Egg Lake.....	100	R	18	6		24	40
Caron.....	101	R	23	1		24	37
Grenier.....	102	R	20	12	1	33	41
Plamondon.....	103	R	67	27	3	97	131
Lac la Biche, Mission.....	104	R	32	6		38	68
St-Jean.....	105	R	14	5		19	40
Owl River.....	106	R	4	6		10	34
Lac la Biche Village.....	107	R	84	59		143	273
	108	R	Included in No. 107 (Compris dans le n° 107)				
Lac la Biche.....	109	R	24	21		45	69
Goodfish Lake.....	110	R	0	8		8	52
McRae.....	110A	R	5	13		18	50
Edward.....	111	R	3	37		40	169
Jackpine.....	112	R	1	13		14	69
Pakan.....	113	R	6	44		50	183
Smoky Lake.....	114	R	23	58		81	174
	114A	R	33	59	1	93	172
Yuma.....	115	R	19	62	7	88	167
Wakstao.....	116	R	13	37	2	52	130
Wasel.....	117	R	38	10	1	49	161
Stry.....	118	R	4	66		70	183
Lillyfield.....	119	R	13	44	2	59	145
Green Lake.....	120	R	7	33		40	135
Zbruch.....	121	R	1	8		9	31
Bellis.....	122	R	4	14		18	95
Barowitz.....	123	R	2	46	1	49	113
Holowaychuk.....	124	R	12	32		44	158
Pinehurst.....	125	R	30	14		44	70
Redwater.....	126	R	21	38		59	80
Eastgate.....	127	R	9	19		28	60

## ATHABASKA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Wilson Cross	Donald Ferdinand Kellner			
Maybridge.....	128	R	2	19		21	43
Fedorah.....	129	R	5	27	1	34	
Vilna.....	130	R	23	137	5	165	300
Pine Knoll.....	131	R	4	67	4	75	205
Patry.....	132	R	14	25		39	68
Myrtle Creek.....	133	R	43	57	2	102	187
Northbank.....	134	R	7	67		74	124
Pine Creek.....	135	R	17	30		47	104
Clodford.....	136	R	8	50		58	81
Radway Centre.....	137	R	28	93		121	203
Waskatenau.....	138	R	34	93	5	132	185
Half Moon Lake.....	139	R	18	45		63	112
Halfway Lake.....	140	R	3	18		21	76
Thorhild.....	141	R	9	38		47	112
Namepi River.....	142	R	7	33		40	106
Sprucefield.....	143	R	11	13	2	26	79
Smoky Lake West (Ouest).....	144	R	9	35		44	115
“ South (Sud).....	145	R	11	35		46	84
“ North (Nord).....	146	R	1	21		22	93
Rochester.....	147	R	31	43		74	136
Lewiston West (Ouest).....	148	R	8	20		28	67
Lewiston.....	149	R	5	35	1	41	111
Atlanta.....	150	R	21	25		46	93
Egremont.....	151	R	5	40	1	46	79
Opal.....	152	R	19	58	1	78	127
Crippsdale.....	153	R	16	29	1	46	94
Woodgrove.....	154	R	11	32		43	81
Cash Creek.....	155	R	0	9		9	28
Moose Hills.....	156	R	10	13		23	86
Ellscoot.....	157	R	5	15		20	37
Bondiss.....	158	R	4	2		6	17
Boyle.....	159	R	20	17	1	38	86
Plum Lake.....	160	R	0	19		19	65
Stocks.....	161	R	2	2		4	42
Tawatinaw.....	162	R	6	7		13	40
Colinton.....	163	R	37	24		61	81
Athabaska South (Sud).....	164	R	12	14		26	44
Elbridge.....	165	R	0	22		22	74
Martin Centre.....	166	R	0	40	2	51	109
Hollow Lake.....	167	R	1	25		26	60
Darling.....	168	R	5	15		20	70
Abee.....	169	R	4	47		51	120
Newbrook.....	170	R	3	9		12	43
Généreux.....	171	R	Included in No. 165 (Compris dans le n° 165)				
Shakespeare.....	172	R	7	18		25	108
Warspite.....	173	R	4	36		40	101
Lac Bellevue.....	174	R	4	26		30	60
Drolet.....	175	R	1	21		22	60
Lake Eliza.....	176	R	10	36	1	47	80
Parker.....	177	R	2	14		16	44
Hopkins.....	178	R	2	20		22	49
Elk Point.....	179	R	6	75		81	129
Mooswa.....	180	R	1	8		9	58
Heinsburg.....	181	R	2	9		11	46
Frog Lake.....	182	R	9	18	2	29	76
Norway Valley.....	183	R	1	11		12	27
Tullibay.....	184	R	2	10		12	26
Lea Park.....	185	R	0	13		13	52
Greenvale.....	186	R	11	4	1	16	54
Onion Lake.....	187	R	3	13	1	17	44
Brosseau.....	188	R	21	22		43	90
Chesterville.....	189	R	4	37		41	94
Lafond.....	190	R	8	20		28	83
Foisy.....	191	R	18	26		44	91
Coutu.....	192	R	12	18		30	70



## ATHABASKA—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Charles Wilson Cross	Donald Ferdinand Kellner			
Ste-Amélie.....	193	R.	29	38		67	91
Gibbons.....	194	R	36	54		90	186
Heathfield.....	195	R	8	17		23	51
Sturgeonville.....	196	R	48	7		55	99
Bon Accord.....	197	R	14	77	1	92	142
Robin Hood.....	198	R	1	22		23	73
Diligence.....	199	R	37	39		76	121
Jeffrey.....	200	R	16	28		44	105
Fairy dell.....	201	R	20	14		34	98
Stack.....	202	R	16	8		24	55
Clyde.....	203	R	39	60	1	100	215
".....	203B	R	23	78		101	181
Tawatinaw South (Sud).....	204	R	4	9		13	46
Chornahora.....	205	R	2	18	2	22	96
Stony Creek.....	206	R	18	44		62	169
Island Lake.....	207	R	1	30		31	46
Meanoak.....	208	R	22	19		41	73
" West (Ouest).....	209	R	3	9		12	34
Dover.....	210	R	15	22		37	69
Muskeg Creek.....	211	R	2	18		20	26
Conrad School.....	212	R	4	12		16	32
Totals—Totaux.....	203		2,770	4,870	66	7,706	16,715

Majority for  
Majorité pour) Donald Ferdinand Kellner, 2,100.

## BATTLE RIVER

Population—1926, 37,215

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John William Geddie Morrison	Henry Elvins Spencer			
Opseth.....	1	R	2	11		13	66
La Marche.....	2	R	2	17		19	79
Hayter.....	3	R	11	47	1	59	91
Stainsleigh.....	4	R	5	45		50	89
Hochausen.....	5	R	4	33		37	69
Rosenheim.....	6	R	2	22		24	85
Provost.....	7 <sup>A</sup>	R	45	52	1	98	239
".....	7 <sup>B</sup>	R	21	36	1	58	126
Meiklejohn.....	8	R	2	14		16	55
Murray.....	9	R	4	34		38	77
Silver Lake.....	10	R	8	37		45	75
Eye Hill.....	11	R	1	14		15	65
Cummins.....	12	R	5	21		26	61
Cadogan.....	13	R	11	84		95	207
Symington.....	14	R	2	33		35	35
Blake Hill.....	15	R	3	30		33	69
Metiskow.....	16	R	9	48	3	66	134
Little Gap.....	17	R	2	23		25	51
Laconia.....	18	R	2	25	1	28	93
Czar.....	19	R	5	65	4	74	159
Buffalo View.....	20	R	3	19		22	45
Big Gap.....	21	R	1	8		9	46
Flynns.....	22	R	0	5		5	44
Opal.....	23	R	0	12		12	52
Hughenden.....	24	R	40	68	1	109	226
Maitland.....	25	R	1	23		24	42
Wheat Ridge.....	26	R	3	25		28	54
Lakesend.....	27	R	6	30		36	73
Eastervale.....	28	R	1	59		60	156
Amisk.....	29	R	1	35	3	39	128
Lowe.....	30	R	3	27	1	31	77
Buffalo.....	31	R	5	1		6	18
Talbot.....	32	R	8	51		59	138
Puffer.....	33	R	2	3	1	6	60
Battle Ridge.....	34	R	1	9		10	35
Nilrem.....	35	R	5	12		17	47
Rosyth.....	36	R	5	57	3	65	102
Hardisty.....	37	R	87	42	6	135	264
Fullview.....	38	R	0	9	1	10	24
Bronson.....	39	R	3	7		10	49
Clinton.....	40	R	10	21		31	63
Cuthbertson.....	41	R	3	18		21	52
Fairfield.....	42	R	7	31	1	39	78
Battle Bend.....	43	R	2	42		44	67
Strong.....	44	R	4	35		39	62
Velva.....	45	R	0	25		25	50
Crickledale.....	46	R	6	3		9	11
Spruce Trees.....	47	R	3	20		23	107
Green Glade.....	48	R	0	37		37	61
Sulphur Springs.....	49	R	22	29		51	110
Dolcy.....	50	R	2	69		71	137
Park Road.....	51	R	26	8	2	36	56
Arm Lake.....	52	R	9	0		9	30
McCafferty.....	53	R	30	52		82	127
Crest Hill.....	54	R	16	13		29	83
Killarney.....	55	R	3	33		36	76
St-Jean Baptiste.....	56	R	3	23		26	42
Aerlie.....	57	R	7	27		34	56
Chauvin.....	58	R	28	62	3	93	217
Ribstone.....	59	R	27	30	2	59	114
Edgerton.....	60	R	101	61		162	220
Heath.....	61	R	14	33		47	70
Greenshields.....	62	R	5	52	1	58	96
Wainwright.....	63 <sup>A</sup>	R	49	51	3	103	243
".....	63 <sup>B</sup>	R	34	54	2	90	181



## BATTLE RIVER—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John William Geddie Morrison	Henry Elvins Spencer			
Wainwright.....	63c	R	37	56	2	95	186
Fabyan.....	64	R	6	14	1	21	41
Mayfield.....	65	R	14	39		53	100
Trafalgar.....	66	R	1	18		19	45
Grangedale.....	67	R	6	23		29	55
Saddle Hill.....	68	R	11	38	4	53	98
Edenglassie.....	69	R	1	20	4	25	38
Prosperity.....	70	R	3	32		35	44
Northern Crown.....	71	R	2	5	1	8	33
Roros.....	72	R	2	27	1	30	48
Prospect Valley.....	73	R	19	54		73	117
Thomas.....	74	R	4	19		23	57
Hope Valley.....	75	R	21	46	2	69	97
Gilt Edge.....	76	R	17	37	1	55	112
Irma.....	77	R	47	58	3	108	166
Jarrow.....	78	R	9	40		49	80
Coal Springs.....	79	R	3	24		27	57
Batts.....	80	R	8	17	1	26	74
Clellands.....	81	R	0	28	1	29	49
Orbindale.....	82	R	8	29		37	64
Ross.....	83	R	9	25	2	36	65
Rosebury.....	84	R	2	25		27	62
Sunny Brae.....	85	R	8	22		30	36
Paschondale.....	86	R	6	38	1	45	102
Battle View.....	87	R	10	27		37	82
Autumn Leaf.....	88	R	4	35		39	59
Dina.....	89	R	4	79	1	84	141
Paradise Valley.....	90	R	6	47	3	56	99
New Lindsay.....	91	R	1	52		53	96
McDonaldville.....	92	R	8	37		45	90
Rising Sun.....	93	R	3	65		68	112
Earlie.....	94	R	3	36		39	83
Lloydminster.....	95A	R	34	63	2	99	205
".....	95B	R	30	92	2	124	256
Blackfoot.....	96	R	3	42		45	101
Thomasville.....	97	R	12	38		50	123
Kitscoty.....	98A	R	35	62		97	206
".....	98B	R	13	23	1	37	108
Streamstown.....	99	R	8	91		99	139
Willowlea.....	100	R	0	53		53	115
Marwayne.....	101	R	7	58	2	67	158
Leighton.....	102	R	7	29		36	137
Tring.....	103	R	6	49		55	207
Vanesti.....	104	R	2	20		22	78
Tolland.....	105	R	10	45	1	56	102
Wildmere.....	106	R	5	17	1	23	41
Cummings.....	107	R	18	22		40	57
Billville.....	108	R	7	29	2	38	93
Union.....	109	R	8	15	1	24	52
Turkey Hill.....	110	R	4	27	1	32	64
Optimist.....	111	R	9	2		11	40
Thorneliff.....	112	R	8	13		21	55
Windermere.....	113	R	4	10		14	29
Carleton.....	114	R	3	10		13	18
Claysmore.....	115	R	45	25		70	110
Vermilion Centre.....	116	R	138	47	1	186	291
Vermilion South (Sud).....	117	R	46	22		68	110
" East (Est).....	118	R	98	23		121	219
Bowtell.....	119	R	7	13		20	55
Trimbleville.....	120	R	2	28		30	71
Islay.....	121	R	53	95	3	151	259
Dewberry.....	122	R	17	56	2	75	165
Allendale.....	123	R	1	47	3	51	101
Poplar Heights.....	124	R	8	14		22	49
Chadsworth.....	125	R	7	22		29	98

## BATTLE RIVER—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	John William Geddie Morrison	Henry Elvins Spencer			
Ottawa.....	126	R	2	34	.....	36	90
Campbell Lake.....	127	R	1	16	1	18	40
Wellsdale.....	128	R	10	29	1	40	100
Pelican Lake.....	129	R	9	10	.....	19	89
Queenie Creek.....	130	R	8	20	.....	28	102
Monkman.....	131	R	4	28	1	33	92
Rusylvia.....	132	R	11	27	.....	38	100
Ethelwyn.....	133	R	3	17	.....	20	83
Greenlawn.....	134	R	4	62	.....	66	167
Landonville.....	135	R	0	32	.....	32	131
Angle Lake.....	136	R	0	28	.....	28	81
King George.....	137	R	12	38	2	52	112
Gratz.....	138	R	2	41	1	44	65
Stanley.....	139	R	1	56	2	59	120
Scotstown.....	140	R	12	31	.....	43	71
Zoldovaro.....	141	R	3	22	.....	25	34
Rodino.....	142	R	7	9	.....	16	39
Lake Alice.....	143	R	3	32	.....	35	80
Percy Lake.....	144	R	2	9	.....	11	54
Underwood.....	145	R	5	34	1	40	73
Mulga.....	146	R	4	34	1	39	59
Mannville.....	147	R	88	57	2	147	287
Minburn.....	148	R	31	36	2	69	144
Innisfree.....	149	R	20	60	3	83	94
Luxton.....	150	R	6	30	.....	36	92
Wealthy.....	151	R	9	23	1	33	74
Hamilton.....	152	R	7	18	.....	25	96
Lake Geneva.....	153	R	8	13	.....	21	63
Chailey.....	154	R	3	35	.....	38	108
Grabas.....	155	R	3	38	2	43	99
Hillock.....	156	R	2	45	.....	47	118
Bushland.....	157	R	4	33	1	38	181
Naughton Glen.....	158	R	5	29	2	36	146
Myrnam.....	159	R	3	54	.....	57	133
Pathfinder.....	160	R	13	65	.....	78	206
Slawa.....	161	R	3	45	.....	48	109
Friberg.....	162	R	3	29	.....	32	99
Beauvallon.....	163	R	2	11	1	14	106
Mosidora.....	164	R	2	31	9	42	172
Wainwright Advance (Provi- soire).....		R	0	0	.....	0	.....
Totals—Totaux.....	170	.....	1,985	5,597	124	7,706	16,623

Majority for }  
Majorité pour } Henry Elvins Spencer, 3,612.



## BOW RIVER

Population—1926, 33,776

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Edward Joseph Garland	Acle Carman Scratch			
Retlaw.....	1	R	40	14	1	55	112
Enchant.....	2	RR	71	11	1	83	152
Sundial.....	3	RR	51	4		55	84
Bouville.....	4	RR	19	2		21	56
Black Spring Ridge.....	5	RR	38	0	1	39	68
Carماغay.....	6	RR	52	31		83	158
Burwash.....	7	RR	29	5		34	70
Bow Valley.....	8	RR	18	1		19	44
Washington.....	9	RR	23	0		23	48
Plainfield.....	10	RR	50	0		50	91
	11	RR	Included in No. 2 (Compris dans le n° 2)				
	12	RR	Included in No. 13 (Compris dans le n° 13)				
Grainridge.....	13	RR	53	3		56	77
Travers.....	14	RR	47	5		52	110
Yetwood.....	15	RR	30	2	1	33	41
Long Coulee.....	16	RR	19	8		27	80
Champion.....	17	RR	64	42	2	108	206
Sherwood.....	18	RR	9	3		12	55
Kirkcaldy.....	19	RR	35	17		52	104
Thigh Hill.....	20	RR	34	5		39	75
Greenway.....	21	RR	26	11		37	107
Rolling Prairie.....	22	RR	40	1		41	61
Lomond.....	23	RR	51	24		75	102
Mannings.....	24	RR	30	0		30	41
Eyr more.....	25	RR	34	1		35	47
Kinnondale.....	26	RR	31	2		33	43
Green Prairie.....	27	RR	30	0		30	44
Sunny Plain.....	28	RR	52	6		58	125
Reid Hill.....	29	RR	50	11	1	62	79
Sunny Glen.....	30	RR	24	3		27	54
Vulcan.....	31A	RR	55	126	2	183	257
".....	31B	RR	49	109		158	232
Loma.....	32	RR	50	8		58	91
Berrywater.....	33	RR	69	4		73	94
Lake McGregor.....	34A	RR	33	5		38	56
".....	34B	RR	48	12	1	60	89
Amethyst.....	35	RR	7	2		9	11
White's Place.....	36	RR	5	0		5	16
Bredin's Ferry.....	37	RR	7	1		8	13
Majorville.....	38	RR	14	1		15	31
Liberty.....	39	RR	44	3		47	67
Pioneer.....	40	RR	54	4		58	118
Queenstown.....	41	RR	65	13		78	121
Buffalo Hills.....	42	RR	18	22		40	73
Sunset.....	43	RR	32	10		42	73
Antrim.....	44	RR	5	3	1	9	46
Arrowwood.....	45	RR	70	39		109	297
Shouldice.....	46	RR	37	15		52	59
Bassano.....	47A	RR	40	68	2	110	180
".....	47B	RR	42	61		103	173
Lathom.....	48	RR	19	15		35	40
Countess.....	49	RR	10	14		24	30
Trego.....	50	RR	11	0		11	23
Namaka.....	51	RR	53	36	1	90	103
Gleichen.....	52A	RR	95	82		177	276
".....	52B	RR	115	69		184	266
Cluny.....	53	RR	60	28	1	89	155
Altaview.....	54	RR	14	16		30	76
Gem.....	55	RR	2	0		2	2
Crawling Valley.....	56	RR	4	0		4	11
Makepiece.....	57	RR	18	7		25	30
Ouletteville.....	58	RR	55	8	1	64	126
Carnhill.....	59	RR	14	12		26	53
Langdon.....	60	RR	56	31		87	206
Cheadle.....	61	RR	50	12		62	112

## BOW RIVER—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	Edward Joseph Garland	Acle Carman Scratch	Bulletins rejetés	Vote total	Electeurs sur la liste
Strathmore.....	62A	R	48	105		153	218
".....	62B	R	62	71	2	135	187
Crowfoot.....	63	R	43	28	1	72	90
Standard.....	64	R	90	19	2	111	193
Chancellor.....	65	R	58	29		87	138
Hussar.....	66	R	44	29		73	145
Duck Lake.....	67	R	14	5		19	34
Long Beach.....	68	R	40	1		41	77
Tudor.....	69	R	47	6	1	54	74
Nightingale.....	70	R	83	9		92	157
Ardenode.....	71	R	51	20		71	112
Dalroy.....	72	R	49	18		67	200
Keoma.....	73	R	59	31		90	150
Rockyford.....	74	R	51	32		83	123
Beynon.....	75	R	15	12		27	60
Dalum.....	76	R	26	4		30	56
Crammond.....	77	R	6	3		9	27
Rosebud.....	78	R	38	40		78	142
Redland.....	79	R	26	14		40	111
McDonald.....	80	R	87	4		91	171
Irricana.....	81A	R	40	91		131	179
".....	81B	R	20	24		44	
Kersey.....	82	R	12	13		25	47
Beiseker.....	83	R	101	21		122	210
Pierce.....	84	R	12	4		16	38
Churchill.....	85	R	14	15	1	30	57
Wayne.....	86A	R	66	59	3	128	219
".....	86B	R	58	67	2	127	214
Rosedale.....	87A	R	40	41	1	82	131
".....	87B	R	28	27		55	91
" Mine.....	88	R	77	23		100	135
Livingstone.....	89	R	17	30		47	62
Midlandvale.....	90A	R	32	50		82	84
".....	90B	R	12	58	2	72	86
Creighton.....	91	R	36	5		41	112
Drumheller East (Est.).....	92A	R	41	73		114	185
".....	92B	R	51	73		124	202
".....	92C	R	46	86	1	133	197
".....	92D	R	20	55		75	123
" West (Ouest).....	93A	R	54	59		113	201
".....	93B	R	77	58		135	248
".....	93C	R	78	73		151	226
".....	93D	R	67	59		126	176
Newcastle.....	94A	R	55	45	2	102	204
".....	94B	R	53	38	2	93	202
".....	94C	R	46	38	3	87	173
Nacmine.....	95	R	49	65	2	116	161
Hesketh.....	96	R	32	19		51	137
Carbon.....	97A	R	68	39		107	225
".....	97B	R	64	43		107	201
Grainger.....	98	R	48	18		66	95
Acme.....	99	R	103	57	6	166	239
Davis.....	100	R	34	5		39	99
Bancroft.....	101	R	32	7		39	90
Goberts.....	102	R	41	7	3	51	95
Stern.....	103	R	10	9	2	21	130
Swalwell.....	104	R	72	41		113	171
Gamble.....	105	R	84	5		89	126
Orkney.....	106	R	47	0	1	48	74
Totals—Totaux.....	122		5,144	3,028	53	8,225	14,050

Majority for }  
Majorité pour } Edward Joseph Garland, 2,116.



## CALGARY EAST (EST)

Population—1926, 40,328

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Herbert Bealey Adshhead	Fred Davis	William Edward Wood Guy			
Calgary City (Cité) Advance (Provisoire).....		U	57	56	2		115	
Simon's Valley.....	1	R	33	19	0		52	80
Beddington.....	2	R	56	15	1		72	116
Balzac.....	3	R	86	45	3		134	196
Hubalta..... A-L	4	R	86	48	0		134	195
"..... M-Z	4	R	75	29	1		105	177
Rocky View.....	5	R	15	14	0	1	30	90
CALGARY CITY (CITÉ)								
Riverside..... A-L	6	U	62	34	0	5	101	184
"..... M-Z	6	U	40	21	2		63	116
West Bridgeland..... A-L	7	U	82	45	5		132	219
"..... M-Z	7	U	39	26	0	3	68	132
East Bridgeland..... A-H	8	U	79	17	1	2	99	192
"..... I-M	8	U	37	11	2	2	52	96
"..... N-Z	8	U	36	32	0	4	72	153
Sereni..... A-L	9	U	54	35	1		90	170
"..... M-Z	9	U	40	38	0		78	187
Mount Pleasant West (Ouest)..... A-L	10	U	68	53	0	1	115	166
"..... M-Z	10	U	68	43	0		111	152
Mount Pleasant East (Est)..... A-L	11	U	60	42	3		105	176
"..... M-Z	11	U	64	21	4		89	156
New Edinburgh..... A-H	12	U	59	37	1	1	98	157
"..... I-Mc	12	U	46	31	0		77	129
"..... M-Z	12	U	60	40	3	1	109	159
Sunnyside South (Sud)..... A-L	13	U	54	69	2		125	182
"..... M-Z	13	U	72	56	1		129	184
" North (Nord).....	14	U	67	100	5		172	262
" Centre..... A-L	15	U	57	40	0		97	163
"..... M-Z	15	U	28	57	1		86	152
" West (Ouest).....	16	U	56	76	2		134	198
Hillhurst East (Est).....	17	U	65	74	0	3	142	226
" Centre..... A-L	18	U	70	84	1		155	227
"..... M-Z	18	U	30	61	0		91	140
" West (Ouest)..... A-K	19	U	35	52	1		88	147
"..... L-Z	19	U	42	38	0		80	128
Broadview.....	20	U	67	66	2		135	213
Westmount & Parkdale..... A-L	21	U	67	79	5		151	227
"..... M-Z	21	U	34	65	3	1	103	172
Upper Hillhurst & Houns- field..... A-L	22	U	84	94	1	1	180	242
"..... M-Z	22	U	46	62	0	1	109	173
Grand Trunk and Bronx..... A-L	23	U	70	38	0		108	167
"..... M-Z	23	U	65	25	0		90	113
Capitol Hill.....	24	U	73	39	2		114	234
Pleasant Heights..... A-L	25	U	66	39	1		106	166
"..... M-Z	25	U	63	27	0	2	92	145
Mount Pleasant North (Nord)..... A-D	26	U	67	37	2		106	165
"..... E-L	26	U	40	33	2		75	135
"..... Mc-P	26	U	37	25	4	3	69	119
"..... Q-Z	26	U	31	33	1		65	100
Balmoral North (Nord)..... A-L	27	U	62	11	1		74	128
"..... M-Z	27	U	70	20	0		90	145
Ree Heights.....	28	U	73	21	1		95	133
Tuxedo South (Sud).....	29	U	104	43	1		148	216
Balmoral Centre..... A-L	30	U	60	37	0	1	98	147
"..... M-Z	30	U	68	18	2		88	142
" South (Sud)..... A-L	31	U	80	56	2	1	139	190
"..... M-Z	31	U	79	42	1		122	187
Mount View..... A-L	32	U	51	32	0	2	85	121
"..... M-Z	32	U	69	37	2		108	162

CALGARY EAST (EST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Herbert Bealey Adshad	Fred Davis	William Edward Wood Guy			
Beaumont East (Est). A-L	33	U	79	33	1	3	116	196
“ “ M-Z	33	U	61	34	0	1	96	168
“ West (Ouest) A-L	34	U	46	51	0	3	100	171
“ “ M-Z	34	U	49	57	2		108	163
Crescent Heights. A-L	35	U	63	60	3		126	203
“ “ M-Z	35	U	78	44	2		124	181
Rosedale. A-L	36	U	86	58	0	1	145	234
“ “ M-Z	36	U	55	54	1		110	185
Mewata Park. A-L	37	U	31	45	1		77	158
“ “ M-Z	37	U	30	47	0	1	78	134
West End. A-L	38	U	42	59	0		101	179
River View. A-L	39	U	30	73	4		107	212
Park Side. A-L	40	U	35	54	0		89	168
“ “ M-Z	40	U	25	48	2		75	129
Bow View. A-L	41	U	35	56	0		91	162
“ “ M-Z	41	U	34	41	2		77	140
McDougall. A-L	42	U	67	61	0		128	193
Bow Side. A-L	43	U	72	59	2		133	243
Hill View. A-L	44	U	44	65	2		111	221
Prince's Island. A-L	45	U	81	56	6	1	144	251
Clifton. A-L	46	U	25	31	0		56	114
Knox. A-L	47	U	53	71	5		129	218
Eauclaire. A-L	48	U	25	66	1		92	136
Lancaster. A-L	49	U	42	61	0		103	206
“ “ M-Z	49	U	31	59	0	1	91	191
Southam. A-L	50	U	65	97	1		163	260
Palliser. A-L	51	U	33	69	0		102	192
“ “ M-Z	51	U	41	35	0	2	78	163
Veteran. A-L	52	U	34	44	1		79	174
“ “ M-Z	52	U	48	41	0		89	173
Paget Hall. A-L	53	U	24	38	1		63	197
“ “ M-Z	53	U	45	31	2		78	181
City Hall. A-L	54	U	50	29	1	1	81	171
“ “ M-Z	54	U	30	24	1		55	141
Canadian National. A-L	55	U	43	30	2	2	77	168
“ “ M-Z	55	U	41	23	0		64	143
El-Bow. A-L	56	U	65	39	2		106	169
“ “ M-Z	56	U	39	29	0		68	119
Pearce. A-L	57	U	52	41	2		95	138
“ “ M-Z	57	U	35	23	2		60	127
Monica. A-L	58	U	52	50	2	1	105	160
“ “ M-Z	58	U	41	20	4		65	119
Bow Bend. A-L	59	U	63	47	3		113	169
Colonel Walker. A-L	60	U	68	31	2		101	168
“ “ M-Z	60	U	49	19	1		69	128
Inglewood. A-L	61	U	75	32	4		111	190
Ogden. A-L	62	U	89	42	2	2	135	190
“ “ M-Z	62	U	76	31	2	2	111	150
South Hill. A-L	63	R	55	30	3		88	126
Shepard West (Ouest). A-L	64	R	13	49	1		33	53
“ East (Est). A-L	65	R	46	17	3	2	68	111
Chestermere. A-L	66	R	48	35	1	1	85	110
Pleasant Range. A-L	67	R	45	15	1		61	103
Airdrie East (Est). A-L	68	R	33	7	0		40	60
Crossfield East (Est). A-L	69	R	13	15	3		31	56
Hawkeye. A-L	70	R	19	9	0		28	54
Carstairs East (Est). A-L	71	R	33	18	0		51	133
Carstairs. A-L	72	R	77	51	1	1	130	195
“ “ M-Z	72	R	79	39	3		121	183
Tany Brynn. A-L	73	R	35	8	0	1	44	74
Greenwood. A-L	74	R	28	2	0		30	49
Crossfield. A-L	75	R	77	30	0		107	170
“ “ M-Z	75	R	64	53	0		117	180
Airdrie. A-L	76	R	93	75	0		168	209



CALGARY EAST (EST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Herbert Bealey Adshead	Fred Davis	William Edward Wood Guy			
Mountain View.....	77	R	23	8	1	1	33	75
Beaver Dam.....	78	R	25	13	0	.....	38	74
Banner.....	79	R	18	9	0	.....	27	77
Sunnyslope.....	80	R	33	13	0	.....	46	82
Waterloo.....	81	R	38	2	1	.....	41	88
Glenville.....	82	R	16	13	0	.....	29	38
Freshfield.....	83	R	22	5	1	.....	28	55
Totals—Totaux.....	129	.....	6,707	5,132	163	67	12,069	20,050

Majority for } Herbert Bealey Adshead over (sur) { Fred Davis, 1,575.  
Majorité pour } { William Edward Wood Guy, 6,544.

CALGARY WEST (OUEST)

Population—1926, 41,064

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Richard Bedford Bennett	Harry William Lunney			
Calgary City (Cité) Advance (Provisoire).....		U	111	111		222	
Calgary City (Cité).....	1A	U	45	81	6	132	228
".....	1B	U	33	56	3	92	162
".....	2A	U	52	80	1	133	193
".....	2B	U	36	75		111	189
".....	3	U	88	93		181	248
".....	4	U	64	78		142	250
".....	5	U	93	58	1	152	195
".....	6	U	89	90	1	180	254
".....	7A	U	42	100		142	215
".....	7B	U	44	67		111	148
".....	8	U	98	70		168	205
".....	9A	U	117	39	1	157	243
".....	9B	U	107	31		138	191
".....	10A	U	105	35	1	141	201
".....	10B	U	92	24		116	169
".....	11A	U	96	26		122	153
".....	11B	U	91	34		125	158
".....	12	U	128	35		163	224
".....	13A	U	79	42		121	143
".....	13B	U	66	48		114	137
".....	14A	U	85	27		112	161
".....	14B	U	90	37	1	128	187
".....	15	U	119	53		172	268
".....	16	U	103	67		170	261
".....	17	U	103	73		176	237
".....	18	U	98	46		144	227
".....	19A	U	66	50	1	117	158
".....	19B	U	65	39		104	165
".....	20A	U	68	47		115	158
".....	20B	U	53	52		105	131
".....	21	U	114	78	3	194	257
".....	22A	U	70	57		127	174
".....	22B	U	75	61	1	137	165
".....	23A	U	87	50		137	191
".....	23B	U	68	36		104	147
".....	24A	U	60	58		118	181
".....	24B	U	34	41		75	120
".....	25A	U	43	71		114	196
".....	25B	U	58	61		119	206
".....	26A	U	46	57	2	105	165
".....	26B	U	54	48		102	168
".....	27A	U	47	65		112	212
".....	27B	U	50	52	1	103	176
".....	28A	U	57	65		122	234
".....	28B	U	70	51		121	246
".....	29A	U	85	58		143	219
".....	29B	U	69	57		126	208
".....	30A	U	75	69		144	233
".....	30B	U	73	62		135	212
".....	31	U	80	72		152	265
".....	32	U	85	86		171	267
".....	33A	U	74	48		122	182
".....	33B	U	66	67	1	134	183
".....	34A	U	54	43		97	161
".....	34B	U	50	42	1	93	145
".....	35A	U	78	49		127	175
".....	35B	U	63	38	2	103	166
".....	36	U	90	72	1	163	217
".....	37A	U	77	30	1	108	154
".....	37B	U	66	33		99	183
".....	38A	U	78	48		126	185
".....	38B	U	49	39		88	139
".....	39A	U	75	27		102	144
".....	39B	U	70	38		108	145
".....	40A	U	73	73		146	200
".....	40B	U	56	32		88	132
".....	41A	U	75	28		103	167



CALGARY WEST (OUEST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Hon. Richard Bedford Bennett	Harry William Lunney			
Calgary City (Cité)— <i>Con.</i>	41B	U	50	44		94	137
"	42	U	100	55		155	225
"	43	U	114	49	4	167	258
"	44A	U	76	41		117	173
"	44B	U	40	37	1	78	140
"	45	U	72	50	3	125	186
"	46A	U	62	42		104	169
"	46B	U	62	30		92	138
"	47A	U	79	51		130	191
"	47B	U	70	43	2	115	166
"	48A	U	84	62		146	197
"	48B	U	51	38		89	126
"	49	U	120	51		171	243
"	50A	U	53	28	2	83	132
"	50B	U	64	58	1	123	164
"	51A	U	84	38		122	178
"	51B	U	96	34		130	176
"	52A	U	94	74	1	169	230
"	52B	U	86	42		128	185
"	53A	U	61	48		109	141
"	53B	U	51	56		107	148
"	54	U	58	24		82	117
"	55A	U	94	67	3	164	223
"	55B	U	88	40		128	155
"	56	U	95	65		160	239
"	57A	U	60	40		100	148
"	57B	U	52	37		89	126
"	58A	U	71	75		146	217
"	58B	U	60	65		125	156
"	59	U	79	77		156	234
Turner	60	R	90	44		134	206
Midnapore	61	R	20	27	3	50	81
Sprucevale	62	R	33	29	1	63	175
Bragg Creek	63	R	26	13		39	44
Shouldice	64	R	58	20		78	121
Keith Sanitorium	65	R	75	52		127	174
Springbank South (Sud)	66	R	27	2		29	82
Dunford's Ranch	66A	R	13	4		17	26
Springbank North (Nord)	67	R	12	8		20	48
Jumping Pound	68	R	29	15		44	86
Glendale	69	R	39	39		78	99
Lockend	70	R	8	8		16	31
Sampsonston	71	R	22	41		63	95
Jackville	72	R	15	45	1	61	118
Cremona	73	R	30	42		72	118
Bottrel	74	R	23	33		56	102
Cochrane	75A	R	68	53		121	161
"	75B	R	57	54		111	162
"	75C	R	55	51	2	108	150
McKinnel's Ranch	76	R	4	7		11	25
Bituma	77	R	14	18		32	67
Big Prairie	78	R	10	20		30	53
Morley	79	R	23	7		30	44
Seebe	80	R	23	23		46	65
Eashaw	81	R	36	78		116	140
Canmore	82A	R	67	111		178	233
"	82B	R	60	111		171	212
Banff	83A	R	170	71	2	243	338
"	83B	R	174	66		240	342
"	84A	R	142	67		209	213
"	84B	R	143	65	2	210	300
Lake Louise	85	R	106	70	3	179	213
Brickburn	86	R	33	21		54	70
Totals—Totaux	131		8,951	6,502	61	15,514	22,491

Majority for  
Majorité pour } Honourable Richard Bedford Bennett, 2,449.

## CAMROSE

Population—1926, 38,564

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots	Total vote	Voters on list
Name—Nom	No.	Urban or rural — Urbain ou rural	William Thomas Lucas	Donald Randolph McIvor	Bulletins rejetés	Vote total	Electeurs sur la liste
Thordenskjold.....	1	R	32	26	1	59	174
Dinant.....	2	R	43	28		71	196
Round Hill West (Ouest).....	3	R	24	13		37	117
“ East (Est).....	4	R	42	24		66	144
Earling.....	5	R	4	11		15	96
Scona.....	6	R	20	8		28	124
Fairview.....	7	R	10	7		17	46
Bruce.....	8	R	41	18		59	125
Lake Thomas.....	9	R	4	16		20	48
Gallagher.....	10	R	8	8		16	64
Camp Lake.....	11	R	10	23		33	71
Bittern Lake.....	12	R	33	8	2	43	79
Sifton.....	13	R	15	7		22	67
Camrose North West (Nord							
“ Ouest).....	14	R	69	57		126	223
“ North East (Nord							
“ Est).....	15	R	72	33	4	109	234
“ South West (Sud							
“ Ouest)..... A-L	16	R	74	61		135	268
“ “ M-Z	16	R	58	53	1	112	236
“ South East (Sud Est)							
“ “ A-L	17	R	83	63	2	148	213
“ “ M-Z	17	R	68	63		131	193
Lake De May.....	18	R	32	3		35	91
Shelburne.....	19	R	37	2		39	75
Likeness.....	20	R	4	13		17	73
Sandstorm.....	21	R	20	14		34	121
Unity.....	22	R	37	2		39	109
Iron Creek.....	23	R	13	11		24	78
Viking..... A-L	24	R	56	60		116	188
“ M-Z	24	R	30	50		80	144
Cronmer.....	25	R	15	12		27	57
Phillips.....	26	R	19	21		40	105
Kinsella.....	27	R	19	18		37	104
Ohaton.....	28	R	22	29	3	54	138
Bawlf North (Nord).....	29	R	54	23	1	78	172
“ South (Sud).....	30	R	39	46		85	181
Scandia.....	31	R	17	14		31	70
Quarrel.....	32	R	21	21	1	43	92
Daysland North (Nord).....	33	R	84	75	7	166	206
“ South (Sud).....	34	R	74	53	2	129	203
Willow.....	35	R	30	4	4	38	71
Prague West (Ouest).....	36	R	25	10		35	86
Prague.....	37	R	19	10		29	65
Duhamel.....	38	R	31	54		85	135
New Norway West (Ouest).....	39	R	44	70		114	192
“ East (Est).....	40	R	42	20		62	110
Dried Meat.....	41	R	5	4		9	40
Daresbury.....	42	R	9	9		24	58
Heather Brae.....	43	R	33	5		38	80
Albury.....	44	R	18	6		24	65
Kilsey.....	45	R	72	40		112	147
Rosalind.....	46	R	23	19		42	118
Leith.....	47	R	18	7		25	70
Wavy Lake.....	48	R	45	1		46	75
McEachern.....	49	R	40	7		47	75
Wardville.....	50	R	25	4		29	136
Valley.....	51	R	20	14		34	117
Strome.....	52	R	85	55	5	145	239
Youngstown.....	53	R	16	13		29	47
Killam.....	54	R	79	100		179	263
Sedgewick.....	55	R	157	37	4	198	309
Lougheed.....	56	R	136	42	1	179	255
Ferintosh.....	57	R	45	70		115	184
Edberg.....	58	R	54	17	1	72	147



## CAMROSE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Thomas Lucas	Donald Randolph McIvor			
Rosebush.....	59	R	39	0		39	72
Ferry Point.....	60	R	35	1		36	97
Glenbank.....	61	R	22	0		22	73
Spring Lake.....	62	R	23	24		47	89
Heisler.....	63	R	22	81		103	222
Stearns.....	64	R	20	30		50	80
Hauser.....	65	R	25	5		30	40
Willow Hollow.....	66	R	17	9	1	27	38
Prairie Park.....	67	R	21	16		37	71
Fairgrove.....	68	R	99	2		101	139
Cambridge.....	69	R	48	6		54	124
Doreenlee.....	70	R	29	19		48	101
Meeting Creek.....	71	R	59	27		86	199
Bashaw.....	72	R	77	116		193	262
Madson.....	73	R	7	9		16	48
Donalda.....	74	R	30	33		63	216
Battle River.....	75	R	3	4		7	40
Greenock.....	76	R	14	2		16	35
Round Head Creek.....	77	R	5	9		14	53
Forestburg.....	78	R	87	44		131	185
Plesington.....	79	R	43	3		46	74
Kelly.....	80	R	15	11		26	50
Poets.....	81	R	39	3		42	66
Merna.....	82	R	35	19		54	109
Bellshill.....	83	R	20	3		23	57
Pickering.....	84	R	23	2	2	27	50
Argyle.....	85	R	31	12		43	101
Bedford.....	86	R	28	17		45	109
Galahad.....	87	R	51	37		88	215
Stormont.....	88	R	22	5		27	66
Alliance.....	89	R	72	73		145	260
Norway.....	90	R	14	6		20	61
Battle Bend.....	91	R	27	0		27	50
Canmer.....	92	R	23	9		32	80
Hastings Coulee.....	93	R	53	3		56	105
Rocklyng Bay.....	94	R	15	10		25	59
Jarvis Bay.....	95	R	26	5		31	57
Lake Bend.....	96	R	17	6		23	44
George.....	97	R	21	6		27	73
Mirror.....	98	A-I	25	33	1	59	153
".....	98	M-Z	26	51		77	169
Scales.....	99	R	15	27	1	43	58
Ripley.....	100	R	22	2		24	67
Buffalo Lake South (Sud).....	101	R	11	11		22	51
Carroll.....	102	R	13	4		17	70
Skybo.....	103	R	8	19		27	44
Up-to-Date.....	104	R	5	3		8	41
Vimy Ridge.....	105	R	21	2		23	28
Poplar Grove.....	106	R	2	3		5	23
Science Mound.....	107	R	14	7		21	45
Star Ridge.....	108	R	12	6		18	30
Cora Lynn.....	109	R	23	18		41	97
Lyncot.....	110	R	20	3		23	36
Wild Rose.....	111	R	9	10		19	33
Pilot Knob.....	112	R	21	3		24	37
Behrens.....	113	R	25	4	1	30	59
Nevis.....	114	R	21	10	1	32	68
Erskine.....	115	R	39	26		65	132
Liberal.....	116	R	13	11		24	40
Silver Prairie.....	117	R	13	11	1	25	50
Stettler North (Nord).....	118	R	100	29		129	153
" West (Ouest).....	119	R	39	154		193	225
" East (Est).....	120	R	35	133		168	224
Red Willow.....	121	R	9	2		11	29
Bignell.....	122	R	8	15		23	45

CAMROSE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Thomas Lucas	Donald Randolph McIvor			
Blumeneau.....	123	R	21	16		37	50
Willow Park.....	124	R	16	2		18	70
Westwoods.....	125	R	19	4		23	25
Prairie Grove.....	126	R	17	0		17	29
Foreman.....	127	R	6	6		12	29
Notre-Dame de Savoie.....	128	R	9	5		14	29
Rosebank.....	129	R	11	6		17	47
Spruce Creek.....	130	R	6	6		12	21
Ingleton.....	131	R	8	8		16	33
Imogen.....	132	R	5	6		11	26
Botha.....	133	R	37	46		83	170
Gadsby.....	134	R	20	65	1	86	130
Omega.....	135	R	12	15		27	42
May Park.....	136	R	8	2		10	26
Halkirk.....	137	R	23	39		62	105
Britain.....	138	R	8	5		13	25
Tinchebray.....	139	R	19	6		25	53
Painter Creek.....	140	R	18	3		21	39
Island.....	141	R	8	5		13	27
O'Dellville.....	142	R	10	2		12	37
Willow Point.....	143	R	9	9		18	46
Lauderdale.....	144	R	41	5	2	48	75
Meadow-View.....	145	R	37	5		42	117
Knob Hill.....	146	R	36	1		37	62
Minot.....	147	R	57	7		64	118
Whittaker.....	148	R	33	1		34	75
Glencoe.....	149	R	39	32		71	88
Midvale.....	150	R	16	2		18	26
Arthurdale.....	151	R	18	5		23	37
Markham.....	152	R	6	0		6	40
Fleet.....	153	R	18	3		21	48
Rosetta.....	154	R	4	11		15	60
Beaverdale.....	155	R	9	0		9	36
Castor.....	A-L 156	R	42	47	1	90	192
".....	M-Z 156	R	29	41	1	71	180
Williston.....	157	R	10	5		15	33
Lane's Lake.....	158	R	2	6		8	35
Daisy Bank.....	159	R	12	6		18	46
Happy Home.....	160	R	7	2		9	18
Big Knife.....	161	R	13	12		25	45
Little Knife.....	162	R	14	10		24	32
Ranching.....	163	R	0	17		17	29
Shooting Lake.....	164	R	2	4		6	36
Zenith.....	165	R	16	4		20	34
Manthano.....	166	R	6	14		20	40
Docendo.....	167	R	21	5		26	51
Wall Lake.....	168	R	26	24		50	76
Kindergarten.....	169	R	6	7		13	37
Lowden Lake.....	170	R	10	6		16	49
Ransom.....	171	R	19	8	1	28	42
Stewartwyn.....	172	R	14	14		28	47
Laketon.....	173	R	10	8		18	33
Ewing.....	174	R	21	7	2	30	46
Whetsel.....	175	R	12	4		16	34
Union Hall.....	176	R	14	8	1	23	47
Camrose Advance (Provisoire).....		R	2	2		4	
Mirror Advance (Provisoire).....		R	2	25		27	
Totals—Totaux.....	183		5,100	3,490	56	8,646	16,909

Majority for }  
Majorité pour } William Thomas Lucas, 1,610.



## EDMONTON EAST (EST)

Population—1926, 40,017

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Kenneth Alexander Blatchford	Ambrose Upton Gledstones Bury	Jan Lakeman					
Edmonton City (Cité) Ad- vance (Provisoire).....		U	64	34	1	2	101			
King Edward Park.....	1	U	23	56	9		88		167	
Bonnie Doon.....	2	U	55	51	37		143		238	
Highland Park.....	3	U	19	40	19	3	81		149	
Forest Heights.....	4	U	32	37	16		85		136	
Bonnie Doon South (Sud) A-L	5	U	39	57	28		124		196	
“ “ M-Z	5	U	39	32	13	1	85		188	
Ritchie.....	6	U	23	23	12		58		137	
Mill Creek.....	7A	U	45	49	18		112		189	
“ “	8B	U	43	39	20	3	105		141	
“ “	9C	U	39	90	15		144		213	
“ “	10D	U	69	108	10		187		293	
“ “ A-L	11E	U	54	82	6	1	143		202	
“ “ M-Z	11E	U	32	58	0		90		154	
Railway.....	12A	U	61	40	16		117		189	
“ “	13B	U	88	123	10	1	222		298	
“ “	14C	U	71	65	10		146		228	
“ “	15D	U	44	54	2		100		145	
Riverside Park.....	15A	U	24	11	5		41		62	
Connor's Road.....	16 A-L	U	55	35	17	2	109		194	
“ “ M-Z	16	U	38	35	10	2	85		164	
Bonnie Doon North (Nord)...	16A	U	60	49	12		121		217	
Gallagher.....	17	U	36	45	25	2	108		207	
Ross Flats.....	18A	U	52	35	18		105		152	
“ “	19B	U	58	57	24		139		214	
McDougall.....	20A	U	43	45	6		94		149	
“ “	21B	U	64	59	5		129		246	
“ “	22C	U	38	31	4		73		120	
“ “	23D	U	14	12	2		28		62	
“ “	24E	U	11	21	7		39		97	
“ “	25F	U	12	9	8		29		49	
Queen's.....	26A	U	51	23	11		85		180	
“ “	27B	U	39	11	13		63		109	
“ “	28C	U	28	34	5		67		136	
“ “	29D	U	34	19	5	1	59		122	
“ “	30E	U	45	44	8	1	98		187	
“ “	31F	U	19	13	7		39		82	
Namao.....	32	U	39	68	14		121		183	
“ “	33	U	43	36	11		90		146	
“ “	34	U	64	51	7	1	123		233	
“ “	35	U	48	35	13		96		153	
“ “	36	U	31	22	5		59		126	
“ “	37	U	38	33	14		85		197	
“ “	38	U	48	24	10		82		147	
“ “	39	U	99	42	8	1	150		231	
Kinistino.....	40	U	22	39	5		66		156	
“ “	41	U	53	56	17	1	127		216	
“ “	42	U	16	20	3		39		73	
“ “	43	U	54	48	8		110		244	
“ “	44	U	43	29	4		76		134	
“ “	45	U	76	43	15	2	136		198	
Syndicate.....	46	U	82	67	26		175		305	
“ “	47	U	74	48	18		140		199	
“ “	48	U	52	32	9		93		135	
“ “	49	U	40	37	7		84		163	
“ “	50	U	40	19	14		73		111	
“ “	51	U	35	16	4		55		119	
“ “ A-L	52	U	63	33	4		100		189	
“ “ M-Z	52	U	39	34	11		84		163	
“ “	53	U	86	41	20	2	149		268	
Riverdale.....	54 A-L	U	57	33	23	1	114		181	
“ “ M-Z	54	U	46	50	16		112		181	
“ “	55	U	58	27	13		98		132	
“ “	56	U	38	35	12	1	86		119	

EDMONTON EAST (EST)—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour				Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Kenneth Alexander Blatchford	Ambrose Upton Gledstones Bury	Jan Lakeman				
Norwood Boulevard.....	57	U	79	60	6	1	146	226	
“ “.....	58	U	66	66	14	.....	146	219	
“ “.....	59	U	46	65	19	.....	130	254	
“ “.....	60	U	79	44	24	.....	147	270	
“ “.....A-L	61	U	47	50	13	.....	110	203	
“ “.....M-Z	61	U	57	34	17	2	110	181	
“ “.....	62	U	25	16	6	.....	47	94	
Norwood.....	63	U	22	36	4	.....	62	80	
“.....	64	U	57	75	3	1	136	206	
“.....	65	U	43	71	7	.....	121	196	
“.....	66	U	46	27	11	2	86	142	
“ North (Nord).....	67	U	80	53	16	.....	149	239	
“ “.....	68	U	59	65	15	.....	139	233	
“ “.....	69	U	38	64	15	2	119	257	
“ “.....	70	U	53	45	25	.....	123	225	
“ “.....	71	U	52	33	10	.....	95	180	
Riverview.....	72	U	88	78	6	1	173	222	
Borden Park.....A-K	73	U	35	45	22	.....	102	176	
“.....L-Z	73	U	35	43	19	1	98	152	
Bellevue South (Sud).....	74	U	17	34	16	.....	67	106	
“ North (Nord).....	75	U	55	98	18	.....	171	295	
Highlands South (Sud).....	76	U	31	83	6	.....	120	168	
“ North (Nord).....	77	U	45	70	9	.....	124	179	
Fairview.....	78	U	36	83	32	.....	151	263	
“.....	79	U	57	75	21	2	155	256	
“.....A-L	80	U	31	47	18	.....	96	174	
“.....M-Z	80	U	35	35	17	.....	87	142	
“.....	81	U	57	39	16	.....	112	247	
Delton South (Sud).....A-J	82	U	45	70	27	.....	142	239	
“.....K-Z	82	U	64	55	23	2	144	240	
“ North (Nord).....	83	U	17	39	36	.....	92	142	
Eastwood North (Nord).....	84	U	46	76	20	.....	142	232	
“ South (Sud).....	85	U	46	66	13	.....	125	180	
North Edmonton.....	86	U	17	22	10	.....	49	81	
Burns.....	87	U	9	46	4	1	60	106	
Swift.....	88	U	54	56	13	.....	123	257	
Mee-Yah-Noh.....	89	U	11	7	3	.....	21	41	
Fort Trail.....	90	U	53	46	7	.....	106	159	
Belvedere.....	91	U	43	32	20	.....	95	177	
Beverly.....A-L	92	R	19	31	26	.....	76	200	
“.....M-Z	92	R	19	17	45	.....	81	159	
Turnip Lake.....	93	R	32	22	3	1	58	112	
Belmont.....	94	R	12	9	2	.....	23	75	
Poplar Lake.....	95	R	24	32	1	.....	57	122	
Patricia.....	96	R	28	5	2	.....	35	56	
Horse Hills.....	97	R	15	20	16	1	52	110	
Namao.....	98	R	39	28	1	.....	68	140	
Excelsior.....	99	R	6	10	5	.....	21	67	
Sunnyside.....	100	R	31	29	4	.....	64	100	
Lamoureux.....	101	R	96	15	6	.....	117	153	
Creuzot.....	102	R	21	9	1	.....	31	64	
Sturgeonville.....	103	R	27	5	0	.....	32	37	
Totals—Totaux.....	116	.....	5,090	4,925	1,441	45	11,501	19,548	

Majority for } Kenneth Alexander Blatchford over (sur) { Ambrose UptonGledstones Bury, 165.  
Majorité pour } Jan Lakeman, 3,619.



## EDMONTON WEST (OUEST)

Population—1926, 43,494

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Frederick Charles Jamieson	Hon. Charles Stewart			
<b>EDMONTON CITY (CITÉ)</b>							
Groat.....	1	U	81	57		138	203
".....	2A	U	85	42		127	213
".....	2B	U	71	36		107	165
".....	3	U	49	45		94	165
".....	4A	U	77	53		130	176
".....	4B	U	64	42		106	142
".....	5A	U	54	62	1	117	155
".....	5B	U	61	58		119	149
".....	6	U	81	59	1	141	221
Glenora.....	7	U	80	41		121	157
".....	8	U	31	16		47	82
".....	9	U	51	33		84	122
Westmount.....	10	U	52	76		128	273
Inglewood.....	11A	U	93	83	2	178	282
".....	11B	U	64	97		161	242
".....	12A	U	71	50		121	178
".....	12B	U	68	40		108	155
".....	13	U	106	90		196	279
Calder.....	14	U	34	91		125	240
".....	15A	U	21	70		91	192
".....	15B	U	16	96		112	193
".....	16	U	11	39	1	51	184
North Inglewood.....	17	U	24	56		80	180
Westwood.....	17½	U	49	48		97	232
Hudson Bay Reserve North (Nord).....	18	U	58	38	3	99	210
Hudson Bay Reserve.....	19	U	23	57		80	174
".....	20A	U	64	40		104	188
".....	20B	U	16	38		54	119
".....	21A	U	36	53		89	158
".....	21B	U	35	33		68	143
".....	22A	U	40	53		93	189
".....	22B	U	50	70		120	219
".....	23	U	31	41	1	73	234
Jasper West (Ouest).....	24	U	88	92	1	181	263
".....	25A	U	45	44		89	164
".....	25B	U	37	43		80	145
".....	26A	U	71	48		119	207
".....	26B	U	63	50		113	189
".....	27	U	110	108		218	297
".....	28A	U	41	68		109	175
".....	28B	U	71	88		159	213
".....	29A	U	51	100		151	241
".....	29B	U	50	80		130	199
".....	30A	U	30	109	1	140	220
".....	30B	U	31	81		112	179
South (Sud).....	31	U	66	93	1	160	236
".....	32A	U	43	40	3	106	188
".....	32B	U	43	38		81	136
".....	33A	U	68	66	2	136	213
".....	33B	U	63	39		102	167
".....	34A	U	69	70		139	216
".....	34B	U	55	34		89	135
".....	35	U	46	51		97	146
".....	36	U	40	47		87	151
".....	37	U	72	69	1	142	252
".....	38	U	55	40	1	96	184
North (Nord).....	39	U	15	42		57	85
".....	40A	U	44	50		94	178
".....	40B	U	40	36		76	134
".....	41	U	48	58		106	185
".....	42	U	75	50	2	127	264
".....	43	U	41	42		83	139

EDMONTON WEST (OUEST)—*Con.*

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Frederick Charles Jamieson	Hon. Charles Stewart			
EDMONTON CITY (CITÉ)— <i>Con.</i>							
Jasper North (Nord).....	44	U	20	6		26	44
“ “ .....	45	U	16	15		31	44
“ “ .....	46	U	28	32		60	102
“ “ .....	47	U	41	47		88	183
Allendale.....	48	U	43	43		86	155
Strathcona.....	49	U	106	58	3	167	224
Whyte Ave: South (Sud).....	50A	U	48	29		77	173
“ “ .....	50B	U	41	39		80	132
“ “ .....	51	U	77	69		146	253
“ “ .....	52	U	70	60		130	182
Walterdale.....	52½	U	24	55		79	123
Parkdale.....	53	U	58	47		105	202
Whyte Ave: South (Sud).....	54	U	36	39		75	123
“ “ .....	55	U	81	84	1	166	216
“ North (Nord).....	56	U	94	86		180	268
“ “ .....	57	U	68	41		109	156
Beau Park.....	58	U	15	9		24	37
University Place.....	59	U	33	26	1	60	117
South Garneau.....	60	U	85	70		155	236
Centre Garneau.....	61	U	89	86	1	176	266
North Garneau.....	62	U	86	77		163	226
University.....	63A	U	84	64		148	232
“ “ .....	63B	U	70	60		130	207
St-Albert.....	64A	R	73	84		157	265
“ “ .....	64B	R	46	68	3	117	202
Cummingham.....	65	R	12	24		36	71
Rosieridge.....	66	R	4	21		25	68
Volmer.....	67	R	18	40	2	60	73
Villeneuve.....	68	R	8	74		82	132
Colaboo.....	69	R	8	32		40	72
Ray.....	70	R	18	34	1	53	96
Rivière Qui Barre.....	71	R	20	69		89	201
Boissonnault.....	72	R	11	27	1	39	102
Cardiff.....	73	R	36	49	1	86	120
Morinville.....	74A	R	29	121		150	229
“ “ .....	74B	R	40	113		153	234
Egg Lake.....	75	R	9	30		39	64
Legal.....	76A	R	24	59	3	86	201
“ “ .....	76B	R	30	106		136	204
Proulx.....	77	R	9	27		36	129
Vimy.....	78	R	8	57		65	94
Alcomdale.....	79	R	13	44		57	116
Busby.....	80	R	37	63		100	130
Sion.....	81	R	8	26		34	127
Nakamun.....	82	R	8	4		12	65
Dunstable.....	83	R	19	18		37	85
Heaton Moor.....	84	R	14	21		35	120
Fawn Lake.....	85	R	10	23		33	125
Pickardville.....	86A	R	13	52	1	66	143
“ “ .....	86B	R	19	45		64	159
Noyes Crossing.....	87	R	10	11	1	22	82
Bilby.....	88	R	9	6		15	40
Onoway.....	89	R	56	94		150	217
Glenford.....	90	R	2	9		11	62
St. Leon.....	91	R	21	24		45	96
Huron.....	92	R	24	12		36	70
Winterburn.....	93	R	5	51		56	84
Jasper West (Ouest).....	93½	R	29	34		63	114
Irrington.....	94	R	13	10	1	24	76
Big Island.....	95	R	14	11		25	51
Middleton.....	96	R	7	6		13	32
Clymont.....	97	R	2	3		5	26
North View.....	98	R	12	53		65	83



EDMONTON WEST (OUEST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Frederick Charles Jamieson	Hon. Charles Stewart			
Atim Lake.....	99	R	7	24		31	50
St. John's.....	100	R	11	34		45	50
Sand Hill.....	101	R	11	26		37	70
Graminia.....	102	R	6	15		21	54
Governor.....	103	R	5	28		33	53
Golden Spike.....	104	R	19	52	1	72	113
Garden Valley.....	105	R	4	34		38	59
School Dist.....	106	R	26	41		67	79
Centre.....	107	R	5	27		32	55
Spruce Grove.....	108	R	13	73		86	144
Glory Hills.....	109	R	21	39	1	61	106
Lakemere.....	110	R	2	7		9	20
Blueberry.....	111	R	5	20		25	50
Stony Plain Town (Ville).....	112	R	62	99	2	163	221
Rosenthal.....	113	R	6	21		27	74
Comet.....	114	R	5	30		35	69
Warden.....	115	R	9	36		45	98
Holborn.....	116	R	11	12		23	50
Tecumseh.....	117	R	5	1		6	44
Hansen Corners.....	118	R	7	4		11	28
Brightbank.....	119	R	13	27		40	80
Carvel.....	120	R	12	30		42	102
Manley.....	121	R	28	15	2	45	75
Heatherdown.....	122	R	13	24		37	98
Edmonton City (Cité Advance (Provisoire).....	1	U	86	97	11	194	
“ “.....	2	U	1	11		12	
Totals—Totaux.....	151		5,772	7,223	58	13,053	22,118

Majority for } Honourable Charles Stewart, 1,451.  
Majorité pour }

## LETHBRIDGE

Population—1926, 39,646

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Andrew Bryden Hogg	Lincoln Henry Jelliff			
Clarinda.....	1	R	10	10		20	25
One Fourteen.....	2	R	8	46	1	55	78
Coutts.....	3	R	34	34		68	119
One Sixteen.....	4	R	1	9		10	14
One Seventeen.....	5	R	9	17	1	27	60
Twin River.....	6	R	4	25		29	50
Del Bonita.....	7	R	10	34		44	70
Rinard.....	8	R	3	27		30	71
Valleyfield.....	9	R	4	10		14	28
Taylorville.....	10	R	4	20		24	75
Kimball.....	11	R	10	31		41	89
Boundary Creek No. 2.....	12	R	2	16		18	32
“ No 1.....	13	R	4	14		18	55
Mountain View.....	14	R	20	53		73	175
Waterton Lakes.....	15	R	59	38		97	199
Beazer.....	16	R	10	10		20	51
Leavitt.....	17	R	7	65		72	92
Harrisville.....	18	R	1	26		27	40
Cardston.....	19A	R	105	109		214	919
“.....	19B	R	59	101	1	161	
“.....	19C	R	57	72		129	
Aetna.....	20	R	7	43		50	115
Woolford.....	21	R	18	66		84	106
Raley.....	22	R	2	27		29	49
Owendale.....	23	R	2	43		45	71
Spring Coulee.....	24	R	22	35		57	110
McIntyre.....	25	R	1	11		12	17
Magrath.....	26	R	36	63	1	100	198
“.....	26	R	20	73		93	171
“.....	26	R	19	79	2	100	203
South Raymond.....	27	R	0	29		29	78
Warner.....	28	R	27	123		150	240
Milk River.....	29	R	42	43		85	171
Two-Fifteen.....	30	R	3	31		34	53
Sleepy Hollow.....	31	R	11	13		24	36
Allertson.....	32	R	2	23		25	37
Masinasin.....	33	R	4	12		16	38
Watts.....	34	R	3	8		11	11
Powell.....	35	R	0	18		18	30
Skiff.....	36	R	2	15		17	36
Gordon.....	37	R	1	7		8	11
Tyrell Lake.....	38	R	4	34		38	45
Wrentham.....	39	R	6	75		81	114
New Dayton.....	40	R	15	31		46	83
John Ell.....	41	R	2	21	1	24	29
Fletcher.....	42	R	10	10		20	34
Sherbourne.....	43	R	11	14		25	51
Grassy Lake.....	44	R	20	24		44	121
Purple Springs.....	45	R	20	20	1	41	80
Golden Prairie.....	46	R	1	11	1	13	31
Taber South (Sud).....	47	R	63	37		100	112
“.....	47	R	43	60	1	104	172
“ North (Nord).....	49	R	44	36		80	112
“.....	49	R	65	49		114	174
“.....	49	R	38	48	2	88	182
Judson.....	50	R	2	0		2	15
Barnwell.....	51	R	4	59		63	103
Elcan.....	52	R	9	25		34	89
Osborne.....	53	R	3	13		16	19
Chin.....	54	R	30	26		56	94
C. Y. District.....	55	R	8	10		18	34
Turin.....	56	R	2	41		43	84
Iron Springs.....	57	R	13	92	1	106	221
Twelve Mile.....	58	R	8	27	1	36	78
Albion Ridge.....	59	R	2	25		27	90
Coaldale.....	60	R	58	120	5	183	310
McLean.....	61	R	33	61		94	188



## LETHBRIDGE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Andrew Bryden Hogg	Lincoln Henry Jelliff			
Hyssop.....	62	R	11	23		34	81
White.....	63	R	13	74		87	208
Stirling.....	64	R	12	129		141	225
Raymond.....	65	R	57	115		172	347
“.....	65	R	40	128		168	270
Welling.....	66	R	6	53		59	87
Leehigh.....	67	R	0	13		13	42
Newlands.....	68	R	13	22		35	80
Commerce.....	69	R	8	12		20	48
Diamond City.....	70	R	13	22	2	37	147
Coalhurst.....	71	R	44	65		109	186
“.....	71	R	46	67		113	233
Lethbridge West (Ouest).....	72	R	3	26		29	88
Hardieville.....	73	R	101	47	8	156	196
Six Mile.....	74	R	3	6		9	29
Blood Reserve.....	75	R	18	17		35	59
LETHBRIDGE NORTH (NORD)							
Miners Hall.....	77	U	64	74	2	140	207
“.....	77	U	70	61	3	134	200
“.....	77	U	52	63	4	119	156
Westminster School.....	78	U	49	54		103	206
“.....	78	U	61	56		117	215
“.....	78	U	48	49	1	98	164
“.....	78	U	33	40		73	165
Moose Hall.....	79	U	57	78	1	136	219
“.....	79	U	42	71	1	114	189
“.....	79	U	42	42	1	85	144
LETHBRIDGE CENTRAL							
Sample Room.....	80	U	14	38	5	57	124
“.....	80	U	20	50	1	71	125
St-Augustine Hall.....	81	U	69	55		124	216
“.....	81	U	64	60		124	208
“.....	81	U	90	42		132	215
“.....	81	U	89	46		135	238
Bijou Garage.....	82	U	52	45		97	176
“.....	82	U	86	33		119	201
Central School.....	83	U	76	56	2	134	204
“.....	83	U	73	54		127	206
“.....	83	U	74	49		123	189
“.....	83	U	93	50	1	144	243
LETHBRIDGE EAST CENTRAL							
St. Andrew's Church.....	84	U	86	48		134	220
“.....	84	U	74	45		119	202
“.....	84	U	81	61		142	241
LETHBRIDGE SOUTH EAST (SUD EST)							
Fleetwood School.....	85	U	44	35		79	146
“.....	85	U	67	27		94	163
“.....	85	U	58	26		84	154
Lethbridge Advance (Provi- soire).....		U	32	31		63	
Long Bottom.....	86	R	3	20		23	68
Finlay.....	87	R	7	31	4	42	80
Monarch.....	88	R	16	21		37	99
Rose Butte.....	89	R	2	34		36	64
White Lake.....	90	R	15	43	11	64	86
Nobleford.....	91	R	21	45		66	93
Twelve Twenty-Four.....	92	R	10	25		35	58
Barons.....	93	R	39	83		122	194
Barn Hill.....	94	R	9	26		35	84
Grainville.....	95	R	6	16		22	43
Crescent.....	96	R	2	38		40	59
Totals—Totaux.....	123		3,435	5,138	61	8,634	15,404

Majority for  
Majorité pour } Lincoln Henry Jelliff, 1,703.

## MACLEOD

Population—1926, 36,872

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Gibson Coote	John Herron			
ROCKY MOUNTAIN							
Carbondale.....	1	R	25	21		46	121
Coleman West (Ouest).....	2	R	116	42		158	233
“ Centre.....	3	R	81	85		166	346
“ East (Est).....	A-L 4A	R	156	70	2	228	350
“ “.....	M-Z 4B	R	130	42		172	291
McLaren's Mill.....	5	R	12	9		21	38
Blairmore.....	A-I 6	R	75	108		183	335
“ “.....	J-P 7A	R	77	78		155	329
“ “.....	Q-Z 7B	R	41	54		95	200
Frank.....	8	R	56	41		97	118
Hillcrest.....	A-L 9	R	47	66	5	118	210
“ “.....	M-Z 10	R	36	69	2	107	182
Bellevue.....	A-L 11	R	124	62		186	289
“ “.....	M-Z 12	R	122	75		197	289
Passburg.....	13	R	9	24		33	49
Burnis.....	14	R	18	22		40	73
Lundbreck.....	15	R	29	36	1	66	104
Gillingham.....	16	R	22	17		39	73
Livingstone.....	17	R	17	23		40	77
Carbon Hill.....	18	R	5	8		13	24
McLaren's Lumber Camp.....	19	R	4	6	2	12	15
Bragg Creek.....	20	R	0	8		8	11
PINCHER CREEK							
Beaver Mines.....	21	R	28	26		54	78
Gladstone Valley.....	22	R	19	5		24	50
Spread Eagle.....	23	R	22	8		30	56
Twin Butte.....	24	R	49	13		62	95
Utopia.....	25	R	43	11		54	88
Dry Wood.....	26	R	8	11		19	40
Dry Fork.....	27	R	21	7		28	38
Robert Kerr.....	28	R	28	13		41	61
Fishburn.....	29	R	23	15		38	61
Spring Ridge.....	30	R	32	12		44	54
Chipman.....	31	R	23	10		33	49
Crook Poll.....	32	R	30	7	1	38	53
Beauvais.....	33	R	31	11		42	101
Pincher Creek.....	A-F 34	R	63	83		146	205
“ “.....	G-N 35	R	75	108	1	184	269
“ “.....	O-Z 36	R	45	72		117	168
Brocket.....	37	R	14	14		28	48
Pincher Station.....	38	R	32	19		51	80
Cowley.....	A-L 39	R	38	24		62	76
“ “.....	M-Z 40	R	17	25		42	53
Tennessee.....	41	R	21	2		23	33
Summerview.....	42	R	15	17	1	33	39
Hillsboro.....	43	R	24	2		26	42
Waldron Hill.....	44	R	0	5		11	20
Ashvale.....	45	R	10	9		19	31
Tanner.....	46	R	25	6		31	38
Todd Creek.....	47	R	24	17		41	49
CARDSTON							
Hill Spring.....	48	R	106	10		116	168
Glenwoodville.....	49	R	123	11		134	208
MACLEOD							
Stand Off.....	50	R	3	6		9	31
Ewelme.....	51	R	39	4		43	59
Ardenville.....	52	R	46	2		48	65
Waterton.....	53	R	43	2		45	48
Hazelmere.....	54	R	28	17		45	81
Allenfields.....	55	R	44	4		48	60
Rathwell.....	56	R	35	5		41	70
Macleod South (Sud).....	57	R	51	17		68	127
“ East (Est).....	58	R	56	73	1	130	218
“ Central.....	A-L 59	R	34	42		76	149
“ “.....	M-Z 60	R	35	59		94	141
“ West (Ouest).....	A-L 61	R	16	38		54	107
“ “.....	M-Z 62	R	17	25		42	74



## MACLEOD—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters onlist — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Gibson Coote	John Herron			
MACLEOD—Con.							
Parkerville.....	63	R	35	5		40	46
Pearce.....	64	R	14	1		15	24
Howe.....	65	R	14	7		21	40
Glenwillow.....	66	R	7	16		23	37
Mud Lake.....	67	R	12	11		23	51
CLARESHOLM							
Olsen Creek.....	68	R	21	4		25	42
Spring Point.....	69	R	15	2		17	44
North Fork.....	70	R	17	2		19	43
Mayeroff.....	71	R	14	18		32	44
Heath Creek.....	72	R	15	7	1	23	40
Burton.....	73	R	2	5		7	23
Round Up.....	74	R	16	3		19	33
Daly Creek.....	75	R	22	13		35	47
Chinook.....	76	R	25	6		31	45
Carnforth.....	77	E	19	1		20	37
Woodhouse.....	78	R	25	5		30	37
Hoosier.....	79	R	14	2		16	25
Northern Light.....	80	R	16	2		18	21
Meadow Creek.....	81	R	8	6		14	45
Trout Creek.....	82	R	33	2		35	44
Schaffer.....	83	R	6	4		10	34
44 Ranch.....	84	R	0	6		6	9
Kochler Coulee.....	85	R	5	3		8	18
Happy Valley.....	86	R	0	5		5	16
Willow Creek.....	87	R	6	3		9	34
Greenbank.....	88	R	14	12		26	48
Clareholm (West (Ouest)).....	89	R	108	79	3	190	305
East (Est).....	90	R	146	49		195	276
Roselawn.....	91	R	17	7		24	49
Granum.....	92	R	85	42		127	189
Jumbo Valley.....	93	R	23	4		27	40
Rocky Coulee.....	94	R	18	6		24	39
Badger Flat.....	95	R	44	4		48	68
Balquidder.....	96	R	24	7		31	33
Grain Belt.....	97	R	22	6		28	48
Five Mile.....	98	R	35	1		36	55
Star Line.....	99	R	73	1		74	88
Clear Lake.....	100	R	48	1		49	82
Clareholm View.....	101	R	39	3		42	59
Mountain Peak.....	102	R	25	0		25	31
Hollandale.....	103	R	14	1		15	26
Prairie View.....	104	R	36	2		38	51
NANTON							
Riley.....	105	R	5	1		6	22
Beaver Valley.....	106	R	6	1		7	9
Pine Coulee.....	107	R	14	0		14	48
Stavely.....	108	R	52	20		72	127
Stavely (Rural).....	109	R	74	4		78	118
Prairie Dell.....	110	R	37	1		38	58
Harper.....	111	R	40	3		43	70
Balfour.....	112	R	27	0		27	38
Table Butte.....	113	R	23	0		23	42
MacEwan.....	114	R	8	11		19	30
Basin.....	115	R	9	7		16	20
Muirhead.....	116	R	10	26		36	80
Sunset.....	117	R	14	7		21	35
Alberta.....	118	R	34	10		44	82
Parkland.....	119	R	72	14		86	164
Lichfield.....	120	R	15	2	2	19	43
Alston.....	121	R	42	0		42	86
Boyne.....	122	R	18	10		28	67
Twin Coulee.....	123	R	25	6		31	65
Broadway.....	124	R	18	6		24	34
Sun Prairie.....	125	R	42	14		56	89

## MACLEOD—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Gibson Coote	John Herron			
<b>NANTON—Con.</b>							
Nanton (Rural).....	126	R	95	26	1	122	199
Nanton.....A-L	127	R	70	61		131	185
".....M-Z	128	R	58	40		98	131
Coleraine.....	129	R	44	17		61	77
<b>HIGH RIVER</b>							
Pekisko.....	130	R	9	22		31	43
Meadowbank.....	131	R	58	3		61	118
Mosquito Creek.....	132	R	29	4		33	44
Cayley.....	133	R	95	25		120	149
Braeside.....	134	R	48	1		49	62
Arthur.....	135	R	27	3		30	46
Peace.....	136	R	30	7		37	60
McIntyre.....	137	R	83	7	1	91	136
Arrowwood.....	138	R	40	3		43	98
Brant.....	139	R	59	23		82	120
Frankburg.....	140	R	48	4		52	87
Blackie.....	141	R	146	35		181	307
High River East (Est)....A-L	142	R	105	70	3	178	317
".....M-Z	142	R	115	70	2	187	302
" West (Ouest)....A-L	143	R	66	78	1	145	265
".....M-Z	143	R	65	78	4	147	256
Last Chance.....	144	R	28	9		37	44
Big Hill.....	145	R	46	7		53	90
Loch Sloy.....	146	R	18	15		33	65
Stampede.....	147	R	7	9		16	22
Lineham.....	148	R	18	2		20	35
Tongue Creek.....	149	R	21	10		31	73
" Hall.....	150	R	46	9		55	88
<b>OKOTOKS</b>							
Mossleigh.....	151	R	59	4		63	90
Blind Creek.....	152	R	20	6		26	41
Glenview.....	153	R	32	10		42	43
Dinton.....	154	R	59	5		64	91
Pine Canyon.....	155	R	10	7		17	32
Gladys.....	156	R	40	25		65	161
Davisburg.....	157	R	30	16		46	64
Aldersyde.....	158	R	48	11		59	88
Okotoks East (Est).....	159	R	108	71		179	273
" West (Ouest).....	160	R	67	38		105	179
Melrose.....	161	R	26	15	1	42	60
Midnapore.....	162	R	25	9		34	55
Red Deer Lake.....	163	R	14	46	1	61	93
De Winton.....	164	R	63	11		74	158
Panama.....	165	R	28	11		39	91
Big Rock.....	166	R	27	7		34	49
Black Diamond.....	167	R	85	30		115	225
Millarville.....	168	R	18	25		43	73
Priddis.....	169	R	46	12		58	105
Square Butte.....	170	R	6	13	1	20	48
Ballyhamage.....	171	R	1	11		12	49
Kew.....	172	R	12	9		21	65
<b>GLEICHEN</b>							
Range View.....	173	R	20	6		26	50
Indus.....	174	R	17	8		25	54
Dalemead.....	175	R	30	22		52	82
Carseland.....	176	R	109	52		161	207
Macleod Advance (Provisoire).....		R	5	6		11	
Totals—Totaux.....	181		6,840	3,465	37	10,342	16,981

Majority for  
Majorité pour } George Gibson Coote, 3,375.



## MEDICINE HAT

Population—1926, 28,444

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour					Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Carl Henning Axelson	Gilbert McNeil Blackstock	Frederick William Gershaw					
Wild Horse.....	1	R	0	0	16		16	27		
One Four.....	2	R	1	0	4		5	14		
Comrey.....	3	R	39	1	3		43	53		
Pendant D'Oreille.....	4	R	15	0	5		20	39		
Aden.....	5	R	10	10	15		35	64		
Knappen.....	6	R	2	1	9		12	31		
St. Kilda.....	7	R	14	4	9		27	54		
Kippenville.....	8	R	5	0	6		11	18		
Lucky Strike.....	9	R	6	1	10		17	27		
Three Eleven.....	10	R	14	3	5		22	42		
Groton.....	11	R	6	1	26		33	45		
Avalon.....	12	R	5	1	10		16	25		
Catchem.....	13	R	15	2	6	2	25	40		
Gahern.....	14	R	6	2	6		14	23		
Faith.....	15	R	18	2	12		32	43		
Altarado.....	16	R	24	2	8		34	46		
Birdsholm.....	17	R	28	1	0		29	41		
Goodard.....	18	R	20	2	4		26	42		
Etzikom Coulée.....	19	R	20	2	5		27	39		
Strain's.....	20	R	9	3	0		12	26		
Doondale.....	21	R	13	7	7		27	38		
Glassford.....	22	R	0	4	23		27	37		
Manyberries.....	23	R	15	17	22	2	56	80		
Thelma.....	24	R	12	3	56		71	102		
Fox.....	25	R	2	3	23		28	34		
Minda.....	26	R	11	8	12		31	52		
Orion.....	27	R	1	17	32		50	88		
Pakowki.....	28	R	0	4	9		13	23		
Etzikom.....	29	R	27	18	31		76	93		
Nemiscam.....	30	R	28	12	8		48	85		
Foremost.....	31	R	43	23	39		105	133		
Chin Coulée.....	32	R	41	0	14	2	57	107		
Glen Banner.....	33	R	11	4	7	3	25	32		
Ranchville.....	34	R	14	5	6	1	26	41		
Eagle Butte.....	35	R	1	9	24	3	37	56		
Elkwater.....	36	R	8	8	17		33	54		
Wisdom.....	37	R	2	9	32		43	50		
Thomson.....	38	R	11	3	2		16	26		
Red Rock.....	39	R	10	2	2		14	22		
Granlea.....	40	R	23	6	12		41	56		
Maleb.....	41	R	54	3	6		63	84		
Westfield.....	42	R	13	0	13		26	53		
Jasman.....	43	R	5	8	23		36	57		
Samson.....	44	R	11	2	9		22	45		
Lamarch.....	45	R	31	2	7		40	70		
Murray's.....	46	R	26	2	16		44	62		
High Bank.....	47	R	18	6	8		32	43		
Rosebeg.....	48	R	5	8	4		17	34		
Little Plume.....	49	R	10	5	7	2	24	36		
Gros Ventre.....	50	R	4	4	25	1	34	105		
Robinson.....	51	R	12	5	17		34	71		
Medicine Hat City (Cité).....	52	U	4	38	116		158	232		
“ “ “ “ “ “ “ “	53	U	7	58	131		196	273		
“ “ “ “ “ “ “ “	54	U	9	52	123		184	301		
“ “ A-K	55	U	8	29	79		116	170		
“ “ L-Z	55	U	9	20	81	3	113	160		
“ “ A-Mc	56	U	14	21	94	2	131	179		
“ “ M-Z	56	U	10	16	78		104	149		
“ “ “ “ “ “ “ “	57	U	25	16	60		101	152		
“ “ A-Mc	58	U	2	51	66		119	190		
“ “ M-Z	58	U	3	44	64	2	113	183		
“ “ “ “ “ “ “ “	59	U	6	85	112		203	307		
“ “ A-K	60	U	5	44	57		106	167		
“ “ L-Z	60	U	5	54	44		103	152		
“ “ A-K	61	U	7	68	100		175	242		

## MEDICINE HAT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Carl Heuning Axelson	Gilbert McNeil Blackstock	Frederick William Gerslaw			
Medicine Hat City (Cité)..L-Z	61	U	13	72	85	.....	170	251
" " "A-K	62	U	20	33	114	.....	167	246
" " "L-Z	62	U	12	26	141	1	180	255
" " "A-L	63	U	15	53	64	.....	132	207
" " "M-Z	63	U	3	51	65	.....	119	195
" " "A-K	64	U	4	71	64	.....	139	201
" " "L-Z	64	U	5	53	59	.....	117	185
" " "A-K	65	U	10	34	70	.....	114	162
" " "L-Z	65	U	8	44	66	1	119	167
Medicine Hat City (Cité) Ad- vance (Provisoire).....		U	4	51	100	.....	155	
Graturn.....	66	R	23	7	26	.....	56	95
Newburg.....	67	R	11	7	11	.....	29	118
Feldman Lake.....	68	R	19	7	29	1	56	102
Woolchester.....	69	R	23	4	5	.....	32	58
Seven Persons.....	70	R	38	9	11	1	59	80
Whitla.....	71	R	17	12	28	.....	57	71
Winnifred.....	72	R	19	13	37	.....	69	90
Bow Island.....	73	R	63	18	57	2	140	221
Burdett.....	74	R	11	19	32	2	64	118
Chisholm.....	75	R	12	0	1	.....	13	21
McDougall.....	76	R	3	4	9	.....	16	23
Sullivan.....	77	R	6	7	9	.....	22	42
Dauntless.....	78	R	1	6	5	.....	12	19
Dunmore.....	79	R	9	15	55	.....	79	97
Pashley.....	80	R	9	20	10	.....	39	47
Irvine.....	81	R	56	31	60	3	180	228
Walsh.....	82	R	21	10	40	.....	71	87
Many Island Lake.....	83	R	16	5	4	.....	25	46
Fifteen Mile.....	84	R	10	3	10	.....	23	45
Finn's Lake.....	85	R	6	6	8	.....	20	28
Redcliff.....A-K	86	R	27	87	50	.....	164	207
" " "L-Z	86	R	7	95	61	.....	163	197
Bowell.....	87	R	29	5	16	.....	50	76
Pearsonville.....	88	R	14	6	5	.....	25	31
Home Ranch.....	89	R	4	0	0	.....	4	8
Ronolane.....	90	R	0	3	6	.....	9	18
Vauxhall.....	91	R	10	30	24	.....	64	102
Staple's Farm.....	92	R	31	22	31	.....	84	129
Riverbow.....	93	R	5	1	4	.....	10	14
Scandia.....	94	R	17	0	4	.....	21	32
Alderson.....	95	R	2	15	22	.....	39	67
Suffield.....	96	R	1	9	24	.....	34	43
East Springs.....	97	R	20	0	0	.....	20	32
Box Springs.....	98	R	8	3	11	.....	22	40
Valc.....	99	R	10	3	2	.....	15	17
Rutherford's.....	100	R	1	2	9	.....	12	29
Fredensfeld.....	101	R	23	2	14	.....	39	107
Schuler.....	102	R	40	6	40	.....	86	146
Rose Glen.....	103	R	11	5	14	.....	30	58
Bernice.....	104	R	7	6	5	.....	18	35
Rolly Point.....	105	R	32	0	5	.....	37	83
Hilda.....	106	R	52	6	73	1	132	278
Sandy Point.....	107	R	2	1	22	.....	25	69
Bingville.....	108	R	20	6	3	.....	29	42
Tripola.....	109	R	17	4	16	.....	37	55
Heligoland.....	110	R	3	2	4	.....	9	15
Rosemount.....	111	R	22	2	4	2	30	50
Fertile Flats.....	113	R	0	2	7	.....	9	22
Tide Lake.....	114	R	5	3	6	1	15	22
Tilley.....	115	R	21	6	21	.....	48	88
Rainier.....	116	R	12	2	2	.....	16	48
Sutherland.....	117	R	2	29	9	.....	40	52
Cassills.....	118	R	3	8	23	1	35	44
Brooks.....A-K	119	R	7	53	84	.....	144	211



## MEDICINE HAT—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Carl Henning Axelson	Gilbert McNeil Blackstock	Frederick William Gershaw			
Brooks.....L-Z	119	R	8	46	55	.....	123	193
Patricia.....	120	R	19	17	36	.....	72	124
Duchess.....	121	R	14	29	67	.....	110	196
Millicent.....	122	R	7	7	16	.....	30	63
Rosemary.....	123	R	8	16	24	.....	48	79
Gem.....	124	R	22	4	9	.....	35	69
Iddesleigh.....	125	R	38	2	19	.....	59	67
Jenner.....	126	R	7	26	44	2	79	118
Peerless.....	127	R	0	3	10	.....	13	28
Atlee.....	128	R	33	14	13	1	61	84
Buffalo.....	129	R	29	7	10	.....	46	63
Cavendish.....	130	R	19	14	7	.....	40	57
Social Plains.....	131	R	24	4	12	.....	40	62
Bindloss.....	132	R	47	7	25	.....	79	105
Empress.....	133	R	11	74	72	.....	157	223
Totals—Totaux.....	144	.....	2,081	2,226	4,206	42	8,555	12,972

Majority for } Frederick William Gershaw over (sur) { Gilbert McNeil Blackstock, 1,980.  
Majorité pour } Carl Henning Axelson, 2,125.

## PEACE RIVER

Population—1926, 42,784

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Andrew Clarke	James Arthur Collins	Donald MacBeth Kennedy			
Jasper.....	1	R	31	72	7		110	198
".....A-L	2	R	113	110	32		255	376
".....M-Z	3	R	101	116	37		254	376
Miette.....	2	R	7	15	1		23	28
Brûlé.....	4	R	3	1	1		5	7
Blue Diamond.....	5	R	10	133	16		159	208
Entrance.....	6	R	7	14	0		21	86
Bliss.....	7	R	6	7	7		20	56
Mountain Park.....	8	R	4	87	71		162	195
Lovett.....	9	R	4	24	3	1	32	46
Superior.....	10	R	5	9	0	4	18	26
Blackstone.....	11	R	0	11	3		14	21
Foothills.....	12	R	0	17	29	1	47	52
Sterco.....	13	R	21	52	5	3	81	127
Cadomin.....A-L	14	R	34	37	38	2	111	230
".....M-Z	14	R	34	35	50	6	125	250
Luscar.....	15	R	18	70	62		150	253
Leyland.....	16	R	7	10	1		18	27
Mercoal.....	17	R	7	34	12		53	85
Coalspur.....	18	R	14	20	7		41	75
Robb.....	19	R	1	4	4		9	15
Bryan.....	20	R	7	3	3		13	15
Weald.....	21	R	2	4	1		7	15
Bickerdike.....	22	R	6	12	2		20	35
Marlboro.....	23	R	4	30	9		43	121
Hargwen.....	24	R	12	5	8		25	36
Grande Prairie Road.....	25	R	2	9	1		12	30
Edson.....A-L	26	R	17	52	56		125	412
".....M-Z	26	R	22	58	48		128	
" South (Sud).....A-L	27	R	23	45	45		113	
" ".....M-Z	27	R	19	53	29	2	103	
" North (Nord).....	28	R	2	5	3		10	16
" River.....	29	R	0	8	1		9	21
Yates.....	30	R	4	12	13		29	36
Reflection Lake.....	31	R	3	6	1		10	21
Wolf Creek.....	32	R	11	4	0		15	42
Rosevear.....	33	R	5	3	2		10	30
Trout Creek.....	34	R	9	8	1		18	26
Mussel.....	35	R	7	8	2		17	22
McKenzie.....	36	R	5	1	4		10	18
Haddock.....	37	R	6	9	4		19	37
Shining Bank.....	38	R	8	0	2		10	18
" East (Est).....	39	R	0	5	3		8	17
Mahaska.....	40	R	4	4	0		8	8
Pella.....	41	R	0	4	1		5	11
Mahaska East (Est).....	42	R	0	5	0		5	12
Hattonford.....	43	R	2	5	5		12	37
McLeod Valley.....	44	R	12	8	3	1	24	52
Niton.....	45	R	7	1	6		14	23
Peers.....	46	R	16	7	5		28	45
Fulstow.....	47	R	0	6	6		12	36
Carrot Creek.....	48	R	5	10	15		30	48
Leaman.....	49	R	10	10	3		23	74
Junkins.....	50	R	33	20	8		61	127
Ravine.....	51	R	2	7	4		13	73
Windfall.....	52	R	1	3	8		12	26
Ronan.....	53	R	2	1	12		15	65
Balm.....	54	R	0	1	29		30	70
Anselmo.....	55	R	0	3	39		42	84
Paddle North (Nord).....	56	R	2	2	17		21	50
Greencort.....	57	R	19	20	39		78	128
Lonira.....	58	R	4	1	8		13	55
Whitcourt.....	59	R	28	37	64	2	131	206
Blue Ridge.....	60	R	6	7	13		26	59
Connor Creek.....	61	R	0	8	50		58	113



## PEACE RIVER—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Andrew Clarke	James Arthur Collins	Donald MacBeth Kennedy			
Peavine.....	62	R	1	2	25		28	42
Roselea.....	63	R	0	1	15		16	22
Glenister.....	64	R	0	2	14		16	48
Hildar.....	65	R	0	7	76		83	91
Mayerthorpe.....	66	R	12	12	85		109	172
Rochforte.....	67	R	1	14	66		81	138
Sangudo.....	68	R	2	21	48		71	172
Cosmo.....	69	R	0	1	7		8	28
Lisburn.....	70	R	1	5	7		13	35
Stanger.....	71	R	2	11	17		30	89
Park Court.....	72	R	1	0	7		8	62
Padstow.....	73	R	0	5	26		31	113
Styal.....	74	R	6	8	9		23	126
Evansburg.....	75	R	10	64	18	1	93	141
Entwistle Village.....	76	R	9	32	23		64	83
Entwistle.....	77	R	3	14	12		29	53
Magnolia.....	78	R	0	9	35		44	71
Mathew's Crossing.....	79	R	0	6	3		9	29
Hilltop.....	80	R	2	1	5		8	16
Gainford.....	81	R	11	8	1		20	38
Seba.....	82	R	7	20	4		31	51
Fallis.....	83	R	11	11	4		26	67
Lake Isle.....	84	R	2	5	4		11	32
Cherhill.....	85	R	6	11	48		65	105
Glenevis.....	86	R	3	0	25		28	79
Gunn.....	87	R	5	5	33		43	91
Alberta Beach.....	88	R	7	3	8		18	64
Lac Ste-Anne.....	89	R	19	26	8		53	108
Darwell.....	90	R	1	9	17	1	28	67
Rexboro.....	91	R	5	36	4	2	47	101
Wabamun.....	92	R	9	52	10		71	125
Lake Wabamun.....	93	R	0	10	8		18	25
Smithfield.....	94	R	3	2	5		10	21
Duffield.....	95	R	12	14	3		29	38
Mewassin.....	96	R	8	5	7		20	33
Wabamun Creek.....	97	R	10	1	7		18	31
Keephills.....	98	R	0	2	25		27	47
Highvale.....	99	R	2	8	10		20	25
Wanchie.....	100	R	0	3	11		14	22
Low Water Lake.....	101	R	0	3	8		11	27
Golden Rule.....	102	R	0	11	4		15	82
Brightview.....	103	R	2	3	23		28	53
West Tomahawk.....	104	R	0	5	5		10	22
Moon Lake.....	105	R	1	6	0		7	16
Tomahawk.....	106	R	13	2	14		29	54
Whitby.....	107	R	3	1	7		11	32
Rocky Rapids.....	108	R	0	6	11	1	18	42
Drayton Valley.....	109	R	1	9	9		19	57
Rich Valley.....	110	R	1	5	43		49	80
Lac la Nonne.....	111	R	3	10	21		34	72
Belvedere.....	112	R	6	26	26		58	138
Ballantyne.....	113	R	0	3	39		42	112
Parishtown.....	114	R	0	5	15		20	55
Campsie.....	115	R	2	11	10		23	63
Mossie.....	116	R	4	23	34		61	162
Paddle River.....	117	R	1	0	59		60	82
Manola.....	118	R	6	4	33		43	106
Eastburg.....	119	R	1	1	37		39	91
Breault.....	120	R	4	7	15		26	90
Westlock.....	A-L 121	R	34	82	85	2	203	524
".....	M-Z 121	R	33	64	51		148	
Hazel Bluff.....	122	R	9	24	79		112	154
Pembina.....	123	R	6	0	63		75	112
Freedom.....	124	R	7	8	92		107	155
Parrhead.....	125	R	9	7	65		81	126
Mellowdale.....	126	R	14	8	28	4	54	84
Glenreagh.....	127	R	0	3	13		16	28
Holmes Crossing.....	128	R	5	2	5		12	20

## PEACE RIVER—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph Andrew Clarke	James Arthur Collins	Donald MacBeth Kennedy			
Fort Assiniboine.....	129	R	9	2	19		30	29
Bloombsbury.....	130	R	1	11	7		19	38
Neerlandia.....	131	R	0	0	12		12	27
Shoal Lake.....	132	R	1	12	26		39	97
Sunniebend.....	133	R	0	7	32	1	46	92
Pibroch.....	134	R	3	10	61		74	108
Dapp.....	135	R	17	15	65		97	178
Jarvie.....	136	R	21	4	33		58	130
Turners.....	137	R	2	6	8		16	63
Beamish.....	138	R	0	2	22		24	39
Michaels.....	139	R	2	1	12		15	43
Freeman River.....	140	R	6	10	18		34	62
Fawcett.....	141	R	10	8	31		49	78
Kilsyth.....	142	R	2	3	2		7	9
Flatbush.....	143	R	5	5	4		14	18
Chisholm.....	144	R	15	23	0		38	50
Hondoo.....	145	R	1	1	4		6	6
Sturgeon Lake.....	146	R	20	22	0	1	43	84
Hay Camp.....	147	R	0	4	2		6	8
Bezanson.....	148	R	15	12	23	1	51	83
Glen Leslie.....	149	R	4	9	17		30	37
Five Mile Creek.....	150	R	6	14	19	1	40	69
Hanns.....	151	R	1	1	0		2	9
Grande Prairie.....	A-L 152	R	42	136	32	15	225	329
“.....	M-Z 152	R	44	120	41	12	217	285
Dymsdale.....	153	R	2	14	44		60	102
Wembley.....	154	R	12	47	43		102	179
Lower Beaver Lodge.....	155	R	0	10	32		42	70
Foster.....	156	R	3	21	5		29	45
Hinton Trail.....	157	R	1	8	9		18	31
Liberty.....	158	R	57	16	34		107	115
Rio Grande.....	159	R	4	41	9		54	74
Elmworth.....	160	R	0	7	16		23	40
Beaverbrook.....	161	R	2	9	3		14	32
Cariboo.....	162	R	4	12	5		21	27
Goodfare.....	163	R	9	10	0		19	46
Brainard.....	164	R	4	18	2		24	58
Hythe.....	165	R	10	19	13		42	119
Clearview.....	166	R	1	7	14		22	63
Larsen.....	167	R	1	19	22	2	44	65
Beverlodge.....	168	R	17	22	44	5	88	141
Lake Saskatoon.....	169	R	6	22	30		58	98
Bear Lake.....	170	R	0	24	32		56	89
Clairmont.....	171	R	15	37	89	1	142	202
Klestun Hill.....	172	R	0	14	58		72	112
Smoky River.....	173	R	5	6	31		42	98
Smoky.....	174	R	1	3	6		10	13
Debolt.....	175	R	2	9	6		17	23
Gillam.....	176	R	2	9	34	1	46	107
Sexsmith.....	A-L 177	R	27	21	60		108	186
“.....	M-Z 177	R	22	21	41		84	183
Buffalo Lake.....	178	R	3	4	39		46	78
Niobe.....	179	R	14	18	97	3	132	208
Northfield.....	180	R	1	8	57	2	68	82
Valhalla.....	181	R	6	19	78	4	107	136
“ North (Nord).....	182	R	2	0	2		4	15
Whitemountain.....	183	R	1	4	10		15	25
Roycroft.....	184	R	6	9	60		75	144
Silverwood.....	185	R	2	4	28		34	78
Burn River.....	186	R	4	5	10		19	49
Hart Valley.....	187	R	0	14	2		16	32
Wanham.....	188	R	10	4	18		32	43
Belloy.....	189	R	1	9	13		23	49
Watino.....	190	R	2	7	12		21	26
Girouxville.....	191	R	34	3	12		49	84
Plourde.....	192	R	20	0	42		62	76
Lewis.....	193	R	8	8	18		34	39
Falher.....	194	R	94	5	27		126	160



### Polling Divisions

### Arrondissements de scrutin

## Ballots cast for

### Bulletins déposés pour

### Rejected ballots

—  
Bulletins  
rejetés

	Total vote
For	60
Against	7
Abstained	1
Blank	1
Invalid	1
Unmarked	1
Overmarked	1
Undermarked	1
Other	1
Total	83

Vote  
total

**Voters  
on list  
—  
Electeurs  
sur la  
liste**

Donnelly.....	195	R	65	5	26	.....	96	124
McLennan.....	196	R R	53	47	25	3	128	250
Gamache.....	197	R R	19	5	18	.....	42	85
High Prairie.....	198	R R	40	74	29	3	146	191
Prairie East (Est).....	199	R R	6	19	19	1	45	57
Emilda.....	200	R R	1	17	3	.....	21	59
Goodfellow.....	201	R R	10	9	28	.....	47	59
Big Prairie.....	202	R R	10	8	1	2	21	114
Gaucher.....	203	R R	22	2	7	.....	31	71
Grouard.....	204	R R	37	46	1	2	86	219
St-Bruno.....	205	R R	11	16	1	.....	28	124
Driftpile.....	206	R R	24	12	3	.....	39	48
Faust.....	207	R R	33	30	3	2	68	75
Nampa.....	208	R R	6	32	0	.....	38	71
Swan River.....	209	R R	1	10	16	.....	27	39
Kinuso.....	210	R R	43	34	20	.....	97	134
Widewater.....	211	R R	9	11	9	.....	29	66
Slave Lake.....	212	R R	40	38	12	1	91	128
Smith.....	213	R R	15	7	4	.....	26	48
Spurfield.....	214	R R	6	0	7	.....	13	33
Whitefish Lake.....	215	R R	27	17	4	.....	48	127
Rosedale.....	216	R R	4	9	0	.....	13	30
Little Prairie.....	217	R R	13	22	0	.....	35	50
Judah.....	218	R R	2	22	3	.....	27	42
Peace River.....	A-L	R	35	71	10	.....	116	219
“ “								

## Majority for Majorité pour

**Donald MacBeth Kennedy** over (sur) **James Arthur Collins, 925.**  
**Joseph Andrew Clarke, 2,681.**

RED DEER

Population—1926, 36, 678

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Joseph George LaFrance	Alfred Speakman			
Sarcee Butte.....	1	R	1	61		62	125
Callaghan's.....	2	RR	3	46		49	99
Three Hills.....	3A	RR	29	67		96	200
“.....	3B	RR	40	68		108	215
Rollis.....	4	RR	7	36		43	123
Sunnyslope.....	5	RR	17	30		47	103
Jutland.....	6	RR	11	44		55	98
Neapolis.....	7	RR	5	41		46	102
Didsbury East (Est).....	8	RR	18	111	1	130	213
“ West (Ouest).....	9	RR	57	168		225	394
Dog Pound.....	10	RR	7	42		49	119
Elkton.....	11	RR	9	35		44	96
Bergen.....	12	RR	4	18		22	107
McDougall's.....	13	RR	2	2		4	34
Sundre.....	14	RR	8	28		36	70
Westward Ho.....	15	RR	11	35		46	108
Harmattan.....	16	RR	13	30	1	44	130
Radford's.....	17	RR	6	31		37	121
Olds East (Est).....	18A	RR	24	75		99	216
“.....	18B	RR	34	64	1	99	206
Hammer.....	19	RR	5	24		29	82
Poplar Creek.....	20	RR	3	16		19	50
Knee Hill.....	21	RR	4	16	2	22	61
Smith's.....	22	RR	7	24		31	77
Creekside.....	23	RR	0	54		54	109
Niemi.....	24	RR	0	47		47	125
Green Leaf.....	25	RR	6	36		42	97
Harrow.....	26	RR	3	10		13	62
Trochu.....	27	RR	54	76		130	269
Fairmount.....	28	RR	7	29		36	96
Curlew.....	29	RR	3	32		35	76
Prairie Valley.....	30	RR	2	10		12	64
Mayton.....	31	RR	14	18		32	110
Lone Pine.....	32	RR	6	24		30	96
Olds West (Ouest).....	33A	RR	15	66		81	188
“.....	33B	RR	17	58		75	152
Berrydale.....	34	RR	4	68		72	217
Waterside.....	35	RR	5	27		32	79
Dowthwaite's.....	36	RR	5	48	3	56	163
Eagle Valley.....	37	RR	1	37		38	114
Rockwood.....	38	RR	2	24		26	55
Pine View.....	39	RR	0	4		4	33
Lobley.....	40	RR	0	14		14	35
Bearberry.....	41	RR	9	14		23	50
Bowden.....	42A	RR	26	46	2	74	147
“.....	42B	RR	31	65		96	154
Nisbet.....	43	RR	9	28		37	120
Horse Shoe Lane.....	44	RR	8	17		25	92
McArthur's.....	45	RR	5	27		32	77
Hogadone.....	46	RR	13	36		49	90
Mitchell and Cumming's.....	47	RR	15	29	2	46	86
Huxley.....	48	RR	20	54		74	138
Ashcroft.....	49	RR	8	14		22	63
Cornwall.....	50	RR	25	37		62	100
Elnora.....	51	RR	27	67		94	179
Lakeview.....	52	RR	15	49		64	131
Milnerton.....	53	RR	9	62	1	72	134
Aberdeen.....	54	RR	1	30		41	161
Innisfail (Rural).....	55	RR	33	44	1	78	191
“ Town (Ville).....	56A	RR	64	71		135	271
“ “.....	56B	RR	48	67		115	223
Little Red Deer.....	57	RR	15	42	2	59	149
Solheima.....	58	RR	8	69		77	129
Oklahoma.....	59	RR	5	21		26	44
Caldwell.....	60	RR	0	20		20	32



### RED DEER—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No	Urban or rural — Urbain ou rural	Joseph George LaFrance	Alfred Speakman			
Kevisville.....	61	R	8	17		25	67
Caroline.....	62	R R	7	23		30	141
Ricinus.....	63	R R	4	8		12	61
Cheddarville.....	64	R R	1	19		20	71
Clear Creek.....	65	R R	1	19		20	82
Raven.....	66	R R	6	17	1	24	60
Dickson.....	67	R R	6	24		30	93
Markerville.....	68	R R	9	73		82	181
New Hill.....	69	R R	4	24		28	84
Craig.....	70	R R	3	20		23	44
Big Bend.....	71	R R	15	55		70	120
Penhold.....	72	R R	21	88		109	138
Antler Hill.....	73	R R	14	37		51	76
Edwell.....	74	R R	5	47	1	53	96
Pine Lake.....	75	R R	19	22		41	63
Fairbank's.....	76	R R	16	13		29	69
Lousana.....	77	R R	17	43		60	113
Trenville.....	78	R R	12	29		41	87
Wood Lake.....	79	R R	2	15	1	18	52
Great Bend.....	80	R R	7	21		28	67
Ardley.....	81	R R	22	38		60	114
Gordon.....	82	R R	6	31		37	66
Delburne.....	83	R R	14	41		55	136
Gaetz Valley.....	84	R R	10	41		51	75
Cumberland.....	85	R R	10	28		38	81
Hillsdown.....	86	R R	5	12		17	38
Valley Centre.....	87	R R	11	29		40	93
Springdale.....	88	R R	21	36		57	87
Willowdale.....	89	R R	15	33		48	78
Clearview.....	90	R R	8	69		77	113
Balmoral.....	91	R R	30	36		66	104
Highland Park.....	92	R R	39	31	1	71	104
Waskasoo Park.....	93	R R	33	51	1	85	140
Second Street North (Nord).....	94A	R R	62	50		112	156
" " " " " "	94B	R R	79	38		117	165
Red Deer, Centre.....	95	R R	48	20		68	119
" " South (Sud).....	96	R R	76	88		164	272
" " West (Ouest).....	97	R R	32	29		61	92
" " North (Nord).....	98	R R	18	52		70	142
" " West (Ouest).....	99	R R	8	13		21	48
Crossroads.....	100	R R	11	45		56	99
Fairlands.....	101	R R	7	22		29	67
Waskasoo.....	102	R R	5	9		14	38
Shady Nook.....	103	R R	4	24		28	84
Poplar Ridge.....	104	R R	5	49		55	103
Carritts.....	105	R R	1	27		28	54
Norma.....	106	R R	2	30		32	50
Sylvan Lake.....	107	R R	46	106	1	153	223
Burnt Lake.....	108	R R	2	34		36	74
Centreville.....	109	R R	1	25		26	51
Marianne.....	110	R R	2	28		30	55
Kuusamo.....	111	R R	0	39		39	75
Melita.....	112	R R	10	25		35	78
Evarts.....	113	R R	8	43		51	94
Diamond Valley.....	114	R R	8	24	1	33	54
Bluebell.....	115	R R	1	38		39	82
Eckville.....	116	R R	10	68		78	198
Shady Lane.....	117	R R	3	18		21	78
Daisy Nook.....	118	R R	5	10		15	48
Gaetz.....	119	R R	3	19		22	66
Knowledge.....	120	R R	4	23		27	53
Northup.....	121	R R	7	11		18	47
Little Horse Guard.....	122	R R	12	14		26	75
Prairie Rose.....	123	R R	16	28		44	79
Alhambra.....	124	R R	8	26		34	55





## VEGREVILLE

Population—1926, 35,470

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michael Luchkovich	Joseph Seeley McCallum			
Yorkville.....	1	R	27	11	.....	38	120
Fort Saskatchewan.....	2A	R	21	101	2	124	} 389
".....	2B	R	17	79	.....	96	
Partridge Hills.....	3	R	41	11	2	54	97
Good Hope.....	4	R	21	11	.....	32	73
Mansfield.....	5	R	6	57	.....	63	110
Josephburg.....	6	R	29	33	1	63	86
Pleasant View.....	7	R	18	15	.....	33	104
Castle.....	8	R	15	20	.....	35	62
Bolton.....	9	R	4	2	.....	6	13
Bruderheim.....	10A	R	18	92	2	112	} 432
".....	10B	R	17	93	.....	110	
Skaro.....	11A	R	59	17	.....	76	} 315
".....	11B	R	70	17	.....	87	
Peremysl.....	12	R	109	6	.....	115	184
Rodef.....	13	R	51	16	.....	67	136
Proswita.....	14	R	32	8	.....	40	82
Limestone.....	15	R	18	10	1	29	108
Lamont.....	16A	R	49	105	4	158	} 505
".....	16B	R	25	116	2	143	
Lwiw.....	17	R	38	6	.....	44	187
Wostok.....	18A	R	16	46	.....	62	} 404
".....	18B	R	44	32	.....	76	
Molodia.....	19	R	90	35	4	129	300
Andrew.....	20A	R	43	45	.....	88	} 564
".....	20B	R	64	31	.....	95	
Riverside.....	21A	R	64	11	.....	75	} 356
".....	21B	R	68	18	.....	86	
Shandro.....	22	R	85	45	1	131	177
Desjarlais.....	23	R	74	14	.....	88	154
Ispas.....	24	R	24	7	.....	31	102
Brinsley.....	25	R	23	7	.....	30	73
Moose.....	26	R	20	3	.....	23	78
Shalka.....	27	R	40	19	.....	59	112
Boian.....	28	R	84	4	.....	88	112
Whitford.....	29	R	56	21	.....	77	148
Pruth.....	30	R	91	21	1	113	148
Soda Lake.....	31	R	38	10	1	49	110
Berhometh.....	32	R	23	21	1	45	87
Szypenitz.....	33	R	52	4	.....	56	87
Duvernay.....	34	R	11	36	.....	47	62
Nizir.....	35	R	14	5	.....	19	31
Two Hills.....	36	R	49	3	.....	52	68
Wattsford.....	37	R	43	10	.....	53	62
Hairy Hill.....	38	R	51	8	.....	59	89
Pobeda.....	39	R	38	0	.....	38	81
Lanuke.....	40	R	24	8	.....	32	51
Wolia.....	41	R	16	9	.....	25	43
Warwick.....	42	R	17	22	.....	39	61
Spring Creek.....	43	R	67	14	.....	81	104
Brody.....	44	R	38	49	2	89	196
Krakov.....	45	R	44	31	.....	75	191
Chipman.....	46A	R	63	55	.....	118	} 445
".....	46B	R	52	61	2	115	
Brookville.....	47	R	17	22	.....	39	73
Ross Creek.....	48	R	16	29	.....	45	97
Beaver Creek.....	49	R	35	32	.....	67	124
Mundare.....	50A	R	91	106	.....	197	} 609
".....	50B	R	120	90	.....	210	
Kolomea.....	51	R	60	15	1	76	101
Brush Hill.....	52	R	30	51	.....	81	139
Kiew.....	53	R	99	4	3	106	169
Plain Lake.....	54	R	98	10	4	112	145
Davis.....	55	R	27	16	.....	43	94
Lavoy.....	56	R	91	114	4	209	260

VEGREVILLE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Michael Luchkovich	Joseph Seeley McCallum			
Vegreville North (Nord).....	57A	R	58	49	2	109	345
“ “.....	57B	R	33	56		89	
“ South (Sud).....	58A	R	44	88		132	
“ “.....	58B	R	37	94	3	134	
“ “.....	58C	R	31	108	1	140	676
Ryan.....	59	R	35	36		71	106
Oleskow.....	60	R	109	26	2	137	192
Beaver Lake.....	61	R	10	45	2	57	79
Logan.....	62	R	19	42		61	96
Cooking Lake.....	63	R	10	20		30	64
Uncas.....	64	R	0	7	1	8	67
Ministik Lake.....	65	R	25	15		40	57
Hastings Lake.....	66	R	6	13		19	53
Tofield.....	67A	R	29	110		139	251
“ “.....	67B	R	44	100	4	148	260
Bathgate.....	68	R	5	28		33	45
Togo.....	69	R	116	5	1	122	147
Old Vegreville.....	70	R	50	15		65	147
Imperial.....	71	R	14	30		44	82
Ranfurley.....	72	R	42	78	1	121	157
Aplomb.....	73	R	23	12		35	43
Martins.....	74	R	22	24		46	89
Holmdene.....	75	R	53	6		59	105
Amisk Creek.....	76	R	8	15		23	44
Bardo.....	77	R	35	3		38	44
Katchemut.....	78	R	36	1		37	51
Woodlawn.....	79	R	4	9		13	48
Spilsted.....	80	R	6	0		6	28
Hay Lake.....	81	R	45	29	1	75	170
Miquelon.....	82	R	0	12		12	94
Kingman.....	83	R	41	11		52	156
Dodds.....	84	R	8	25		33	72
Ryley.....	85A	R	20	73		93	154
“ “.....	85B	R	25	40	1	66	310
Holden.....	86A	R	53	42		95	189
“ “.....	86B	R	51	52	4	107	370
North Bruce.....	87	R	10	17		27	69
Lornedale.....	88	R	54	22		76	167
Totals—Totaux.....	103		4,106	3,378	61	7,545	14,337

Majority for  
Majorité pour } Michael Luchkovich, 728.



## WETASKIWIN

Population—1926, 38,949

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots  Bulletin rejétés	Total vote  Vote total	Voters on lists — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Irvine	Charles Homer Russell	Stanley Gilbert Tobin			
Hickling.....	1	R	46	8	4		58	77
Drake.....	2	R R	21	11	0		38	73
Clive.....	3	R R	88	39	32		159	227
Turville.....	4	R R	53	4	11	4	72	117
Central.....	5	R R	43	5	0		48	73
Lacombe South (Sud).....	6A	R R	17	35	39		91	129
" " North (Nord).....	6B	R R	13	37	42		92	138
" " " .....	7A	R R	17	91	82	5	195	383
Spruceville.....	7B	R R	20	55	82	1	158	308
Woody Nook.....	8	R R	45	12	14		71	102
Bentley.....	9	R R	17	4	14		35	65
Stephenson.....	10	R R	27	30	41	7	105	161
Sunset Hill.....	11	R R	25	8	21		54	84
Buster Creek.....	12	R R	41	3	0		44	93
Tiami.....	13	R R	4	5	0		9	31
Washington Heights.....	14	R R	.2	1	0		3	25
Gimlet.....	15	R R	3	9	2		14	52
Benjamin.....	16	R R	11	5	8		24	60
Calkins Valley.....	17	R R	16	16	4	1	37	68
Centreview.....	18	R R	32	4	8		44	92
Outlet.....	19	R R	13	0	2		21	47
Lincoln.....	20	R R	7	26	7		40	73
West Branch.....	21	R R	16	0	1		23	104
Arbordale.....	22	R R	9	4	10		23	37
Milton.....	23	R R	13	5	16		34	88
Morningside.....	24	R R	18	16	0		40	61
Birch Lake.....	25	R R	38	0	9		53	65
Westling.....	26	R R	41	5	4		50	59
Nebraska.....	27	R R	40	3	4		47	86
Gadsby Lake.....	28	R R	29	0	3		32	54
Manfred.....	29	R R	13	5	1		19	54
Calumet.....	30	R R	7	1	30		38	69
Eureka.....	31	R R	40	0	2		42	68
Magic.....	32	R R	35	1	3		39	66
Concord.....	33	R R	34	0	12		46	58
Seafeld.....	34	R R	22	1	0		23	41
Eastside.....	35	R R	30	2	0		38	70
Hospital Poll.....	36	R R	45	5	13		63	75
Ponoka South (Sud).....	37	R R	19	43	45		107	167
" " North (Nord).....	38	R R	38	62	61		161	232
Grand Meadow.....	39	R R	37	82	79		198	295
Sharphead.....	40	R R	32	1	13		46	68
Fertile Forest.....	41	R R	31	0	4		35	52
Iowalta.....	42	R R	25	0	1		26	42
Lochinvar.....	43	R R	26	0	0		26	58
Meadow Brook.....	44	R R	21	1	6		28	44
Bismark.....	45	R R	24	1	2		27	76
Park Springs.....	46	R R	27	2	2		31	41
Rose.....	47	R R	4	10	0		14	29
Wooddale.....	48	R R	4	7	3		14	36
Rimbey.....	49	R R	6	6	12		24	45
Potter Creek.....	50	R R	22	68	77		167	241
Leedale.....	51	R R	3	5	4		12	45
Willisden Green.....	52	R R	4	11	5		20	74
Iola.....	53	R R	9	7	7		23	46
Nugent.....	54	R R	13	2	0		15	30
Lavesta.....	55	R R	15	6	15		36	102
Blindman Valley.....	56	R R	7	8	10		25	84
Monta Vista.....	57	R R	18	4	2		24	68
Springdale.....	58	R R	4	6	7		17	38
Home Glen.....	59	R R	5	10	5		20	38

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour				Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Irvine	Charles Homer Russell	Stanley Gilbert Tobin				
Dakota.....	64	R	21	0	2		23	40	
Ferrybank.....	65	R	11	2	7		20	45	
Glen Fallow.....	66	R	11	1	0		12	26	
Brooks.....	67	R	49	12	3		64	87	
Hazel Hill.....	68	R	20	0	0		20	30	
Arbor Park.....	69	R	55	2	4		61	77	
Manito.....	70	R	17	2	17		36	95	
Climax.....	71	R	46	0	3	1	50	54	
Asker.....	72	R	52	4	1		57	75	
Water Glen.....	73	R	39	3	11		53	70	
Shultz.....	74	R	2	3	55		60	82	
Star.....	75	R	28	4	7		39	36	
Poplar Bluff.....	76	R	11	0	6		17	38	
Rose Briar.....	77	R	19	7	5		41	46	
Battle Lake East (Est.).....	78	R	27	2	4		33	47	
Hoover.....	79	R	22	1	0	1	24	35	
Haultain.....	80	R	29	2	2		33	40	
Battle River.....	81	R	19	4	11		34	49	
Angus Ridge.....	82	R	18	10	15		33	50	
Bears Hill.....	83	R	25	7	8		40	65	
Wetaskiwin West (Ouest).....	84A	R	21	130	44		195	253	
“ “.....	84B	R	14	117	69		200	237	
“ “.....	84C	R	14	124	42		180	190	
Anthony Hill.....	85	R	21	2	0		23	33	
Twin Creek.....	86	R	34	2	6		42	73	
Bidinger.....	87	R	14	7	3		24	60	
Fletcher.....	88	R	16	3	3		22	45	
Richmond.....	89	R	6	0	2		8	22	
Springdale.....	90	R	5	0	2		7	9	
Pineville.....	91	R	9	3	7		19	61	
Pendryl.....	92	R	18	1	0		19	55	
Buck Lake.....	93	R	20	3	2		25	72	
Seattle.....	94	R	29	4	2		35	102	
Battle Lake West (Ouest).....	95	R	2	10	8		20	33	
Pigeon Lake South (Sud).....	96	R	1	12	5		18	48	
Pigeon Valley.....	97	R	7	5	9		21	39	
Falun.....	98	R	18	3	38		59	73	
Lone Ridge.....	99	R	64	4	8		76	98	
Brightview.....	100	R	4	7	4		15	30	
Bigstone.....	101	R	20	10	20		50	55	
Peace Hills.....	102	R	5	5	18		28	56	
Pleasant Prairie.....	103	R	10	21	16		47	95	
Wetaskiwin East (Est.).....	104A	R	24	52	42		118	170	
“ “.....	104B	R	24	55	52		131	176	
Bulyea.....	105	R	26	3	6		35	48	
Cherry Grove.....	106	R	20	9	9		38	54	
Weiler.....	107	R	13	10	2		25	38	
Nashville.....	108	R	25	7	13		45	60	
Verdun.....	109	R	42	4	3		49	66	
Bittern Lake.....	110	R	15	6	5		26	36	
Roseland.....	111	R	20	8	2		30	42	
Harvest Home.....	112	R	16	3	6		25	31	
Crooked Lake.....	113	R	32	4	10		46	59	
Gwynne.....	114	R	18	13	10	2	43	59	
John Knox.....	115	R	33	1	9		43	52	
Wang.....	116	R	49	10	19		78	104	
Larch Tree.....	117	R	23	17	40		80	102	
Hill Side.....	118	R	38	2	6		46	56	
West Liberty.....	119	R	11	6	8		25	75	
Grandview.....	120	R	13	2	10		25	45	
Porto Bello.....	121	R	9	6	3		18	28	
Patience.....	122	R	7	1	1	1	10	28	
Rapid Creek.....	123	R	9	3	2		14	21	
Bonnie Glen.....	124	R	1	17	1		19	43	
Spring Hill.....	125	R	3	11	15		29	33	



WETASKIWIN—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour				Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Irvine	Charles Homer Russell	Stanley Gilbert Tobin				
Yeoford.....	126	R	4	2	3			9	27
Wenham Valley.....	127	R	12	2	7			21	43
Berrymoor South (Sud).....	128	R	5	0	0			5	5
Liberton.....	129	R	2	0	4			6	10
Nystrom.....	130	R	4	13	4			21	85
Stones Corner South (Sud).....	131	R	5	1	1			7	57
Macaulay's.....	132	R	6	1	10			17	47
Conjuring Lake.....	133	R	4	1	9			14	20
Blondheim.....	134	R	21	2	9			32	55
O'Mara.....	135	R	28	8	15		2	53	101
Millet West (Ouest).....	136	R	1	12	30		1	44	74
Millet.....	137	R	41	23	72			136	227
Coal Lake.....	138	R	12	1	16			29	90
Yule Meadow South (Sud).....	139	R	20	3	19			42	85
Hay Lake South (Sud).....	140	R	10	4	13		1	28	72
" North (Nord).....	141	R	9	11	24		1	45	88
Yule Meadow North (Nord).....	142	R	0	0	33			33	62
Fredericksheim.....	143	R	3	14	19			36	83
Parkdale.....	144	R	2	2	49			53	86
Saron North (Nord).....	145	R	11	2	32			45	66
" South (Sud).....	146	R	2	5	33		2	42	90
Michigan Centre.....	147	R	10	5	26			41	114
Conjuring Creek.....	148	R	32	5	21		3	66	132
Buford.....	149	R	46	2	2		1	50	114
Thorsby.....	150	R	41	0	6			47	102
Stones Corner.....	151	R	15	1	11			27	75
Benson's.....	152	R	10	5	6			21	51
Berrymoor.....	153	R	6	1	6			13	50
Lindale.....	154	R	18	2	5			25	66
Rainier.....	155	R	6	0	11			17	30
Genessee.....	156	R	11	2	11			24	44
Pemberton Hill.....	157	R	8	0	1			15	29
Strawberry.....	158	R	5	2	17			24	47
Telfordville.....	159	R	40	5	9			54	79
Ohrnville North (Nord).....	160	R	10	2	3		1	16	60
Ohrnville.....	161	R	56	10	0			66	113
Calmer.....	162	R	65	12	29			106	193
" North (Nord).....	163	R	29	5	6			40	59
Halicz.....	164	R	0	7	18		1	35	86
Leduc West (Ouest).....	165	R	33	5	41		4	83	166
Sprucedale.....	166	R	29	0	16		2	54	99
Great West.....	167	R	19	4	30			53	102
Leduc.....	168A	R	54	53	106			213	300
".....	168B	R	68	65	78		1	211	264
Plante West (Ouest).....	169	R	0	17	39			56	93
Beaumont.....	170	R	13	15	121		1	149	171
Charest.....	171	R	0	3	34			37	99
Plante East (Est).....	172	R	1	2	21			24	82
New Sarepta.....	173	R	18	7	81		4	110	180
Looma Vista.....	174	R	0	1	14			15	70
Franklin.....	175	R	4	10	0			14	37
Fultonvale.....	176	R	3	9	17			29	66
Wimbleton.....	177	R	1	15	6			22	64
Sandy Lake.....	178	R	2	4	41		1	48	101
Otoskwan.....	179	R	2	4	64			70	128
White Mud.....	180	R	2	2	20			24	95
Rabbit Hills.....	181	R	7	4	8			19	73
Oliver.....	182	R	14	6	16			36	82
Mill Creek.....	183	R	2	7	14			23	84
Colchester.....	184	R	6	7	16			29	131
Hillsdale.....	185	R	5	5	5			15	34
Douglas.....	186	R	0	1	2			3	26
Garden.....	187	R	7	7	1			15	27
East Clover Bar.....	188	R	44	14	17			75	123
Beaver Hills.....	189	R	8	16	1			25	56

WETASKIWIN—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour			Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	William Irvine	Charles Homer Russell	Stanley Gilbert Tobin			
North Clover Bar & Bremner.	190	R	32	23	19	.....	74	118
Clover Bar.....	191	R	48	18	31	.....	97	176
Salisbury.....	192	R	33	15	3	.....	51	98
East Edmonton North (Nord)	193	R	23	48	0	.....	83	145
“ South (Sud).....	194	R	12	37	30	.....	79	160
Grossdale.....	195	R	12	7	11	.....	30	59
Totals—Totaux.....	201	.....	3,897	2,243	3,150	52	9,342	16,272

Majority for } William Irvine over (sur) { Stanley Gilbert Tobin, 747.  
Majorité pour } Charles Homer Russell, 1,654.



## YUKON TERRITORY

## TERRITOIRE DU YUKON

YUKON

Population—1921, 4, 157

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	George Black	Frederick Tennyson Congdon			
Fortymile.....	1	R	11	5	.....	16	23
Dawson.....	2A	R	108	97	5	210	242
".....	2B	R	99	104	1	204	241
Glacier Creek.....	3	R	5	3	.....	8	18
Sunnydale.....	4	R	10	7	.....	17	35
Lower Bonanza.....	5	R	6	11	.....	17	17
Upper Bonanza.....	6	R	15	13	.....	28	33
Quartz Creek.....	7	R	9	8	.....	17	20
Scroggie.....	8	R	7	4	.....	11	21
Stewart City.....	9	R	27	6	.....	33	22
Thistle Creek.....	10	R	7	3	.....	10	22
Bear Creek.....	11	R	18	29	1	48	54
Klondike.....	12	R	3	7	.....	10	15
Sulphur Creek.....	13	R	3	4	.....	7	10
Gold Bottom.....	14	R	11	14	.....	25	35
Upper Dominion.....	15	R	17	20	.....	37	37
Lower Dominion.....	16	R	20	23	.....	43	46
Mayo Landing.....	17	R	63	39	.....	102	131
Minto Bridge.....	18	R	15	1	.....	16	22
Hoffmans.....	19	R	9	7	.....	16	13
Keno City.....	20	R	70	45	.....	115	158
Wernecke Camp.....	21	R	67	56	.....	123	131
Selkirk.....	22	R	33	10	.....	43	56
Carmacks.....	23	R	10	7	.....	17	27
White Horse.....	24	R	130	100	4	234	317
Corcoran.....	25	R	46	19	.....	65	93
Black Hills Creek.....	26	R	4	6	.....	10	9
Totals—Totaux.....	27	.....	823	648	11	1,482	1,848

Majority for }  
Majorité pour } George Black, 175.





**PART III.**

**LIST OF RETURNING OFFICERS FOR SIXTEENTH  
GENERAL ELECTION**

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**PARTIE III.**

**LISTE DES OFFICIERS-RAPPORTEURS POUR LA SEIZIÈME  
ÉLECTION GÉNÉRALE**

## LIST OF RETURNING OFFICERS

## LISTE DES OFFICIERS-RAPPORTEURS

## ONTARIO

Electoral Districts Districts électoraux	Returning Officers Officiers-rapporteurs	Occupations	Residence
Algoma East.....	Lorne Burke.....		Blind River.
Algoma West.....	Wm. Hallam.....	Decorator.....	Sault Ste. Marie.
Brant.....	Frank H. Johnston.....	Medical Doctor.....	Burford Village.
Brantford City.....	Willoughby S. Brewster.....	King's Counsel.....	Brantford.
Bruce North.....	H. W. Harmer.....		Southampton.
Bruce South.....	F. W. Lippert.....		Walkerton.
Carleton.....	James Plunkett.....		Westboro.
Dufferin-Simcoe.....	Thomas McKnight.....		Cookstown.
Durham.....	C. J. Thornton.....		Orono.
Elgin West.....	H. T. Gough.....		St. Thomas.
Essex East.....	Malcolm S. Clapp.....		R. R. 2 Tecumseh.
Essex South.....	James Pastorius.....		Kingsville.
Essex West.....	T. Gerald McHugh.....		Windsor.
Fort William.....	Major H. S. Hancock.....		Fort William.
Frontenac-Addington.....	Harvey Shannon.....		Sunbury.
Glengarry.....	James A. B. McLennan.....		Williamstown.
Grenville-Dundas.....	Alexander Shannett.....		Williamsburg.
Grey North.....	William Breese.....		Owen Sound.
Grey Southeast.....	J. Nelson Perdue.....		Chatsworth.
Haldimand.....	David Hastings.....		Dunnville.
Halton.....	William E. McCready.....	Deputy Sheriff.....	Milton.
Hamilton East.....	R. C. Pettigrew.....		Hamilton.
Hamilton West.....	Hedley E. Snider.....		Hamilton.
Hastings-Peterborough.....	Thomas P. Lancaster.....		Havelock.
Hastings South.....	Stanley T. Vandervort.....	Manufacturer.....	Belleville.
Huron North.....	John Montgomery.....		Clifford.
Huron South.....	William J. Carling.....		Exeter.
Kenora-Rainy River.....	Norman Croome.....	Crown Attorney.....	Fort Frances.
Kent.....	William A. Hammond.....		Chatham.
Kingston City.....	F. J. Hoag.....		Kingston.
Lambton East.....	W. R. Dawson.....		Inwood.
Lambton West.....	A. J. Johnston.....	Sheriff.....	Sarnia.
Lanark.....	Thomas A. Rogers.....	Barrister.....	Perth.
Leeds.....	George S. Duncan.....	Farmer.....	Brockville.
Lincoln.....	Col. R. W. Gregory.....		St. Catharines.
London.....	W. C. Fitzgerald.....		London.
Middlesex East.....	E. J. McMartin.....		Thorndale.
Middlesex West.....	Thomas Elliott.....		Parkhill.
Muskoka-Ontario.....	Harmon Edmund Rice.....		Huntsville.
Nipissing.....	Gordon R. Brady.....		North Bay.
Norfolk-Elgin.....	William Douglas Stalker.....		Simcoe.
Northumberland.....	Robert J. Allan.....		Campbellford.
Ontario.....	Albert Wilson Jackson.....	Real Estate.....	Whitby.
Ottawa.....	R. A. Olmsted.....	Barrister.....	Ottawa.
Oxford North.....	William McGhee.....	Sheriff.....	Woodstock.
Oxford South.....	James Pullin.....	Farmer.....	Woodstock.
Parkdale.....	R. N. McElhinney.....		Toronto.
Parry Sound.....	Frederick Tasker.....	Clerk.....	Parry Sound.
Peel.....	David Wilson.....		Bolton.
Perth North.....	Thomas Magwood.....	Sheriff.....	Stratford.
Perth South.....	Jasper Walkom.....		St. Mary's.
Peterborough West.....	Capt. Sidney Whatley.....		Peterborough.
Port Arthur-Thunder Bay.....	Albert P. Freed.....		Port Arthur.
Prescott.....	Alexander Hunter.....	Farmer Reeve.....	Hawkesbury.
Prince Edward-Lennox.....	William G. Wilson.....	Barrister.....	Napanee.
Renfrew North.....	Alexander Morris.....	Sheriff.....	Pembroke.
Renfrew South.....	Robert G. Wilson.....		Renfrew.
Russell.....	John Alex. Gamble.....		Russell.
Simcoe East.....	David H. Church.....	Insurance Agt.....	Orillia.
Simcoe North.....	George Graham Johnston.....		Minesing.
Stormont.....	Donald A. McIntosh.....	Agent.....	Finch.
Timiskaming North.....	F. K. Ebbitt.....		Iroquois Falls.
Timiskaming South.....	Frederick H. Thompson.....		Swastika.
Toronto East.....	Henry Massie.....	Justice of the Peace.....	Toronto.



ONTARIO—*Con.*

Electoral Districts Districts électoraux	Returning Officers Officiers-rapporteurs	Occupation	Residence
Toronto East Centre.....	H. C. Wilson.....		Toronto.
Toronto-High Park.....	William J. Wadsworth.....	Merchant.....	Toronto.
Toronto Northeast.....	William J. Beaton.....	Barrister.....	Toronto.
Toronto Northwest.....	Charles M. Carrie.....		Toronto.
Toronto-Scarborough.....	William B. Cruise.....		Toronto.
Toronto South.....	William J. Huggett.....	Justice of Peace.....	Toronto.
Toronto West Centre.....	Gorville Mason Saunders.....	Barrister.....	Toronto.
Victoria.....	James B. Begg.....		Lindsay.
Waterloo North.....	Martin Huenergard.....		Kitchener.
Waterloo South.....	William C. Shaw.....		Hespeler.
Welland.....	Walter Grenville.....		Thorold.
Wellington North.....	George Fraser Smith.....		Arthur.
Wellington South.....	Robert S. Cull.....		Guelph.
Wentworth.....	Daniel A. Gallagher.....		Hamilton.
York North.....	Charles E. Willoughby.....		Island Grove, Toronto.
York South.....	Hollis Beckett.....		Toronto.
York West.....	James Gardhouse.....		Weston.

## QUEBEC

Argenteuil.....	Gaetan Valois.....	Notaire Public.....	Lachute.
Bagot.....	Rosario Gauthier.....		Upton.
Beauce.....	Léon Faribault.....	Avocat.....	St. Joseph de Beauce.
Beauharnois.....	J. D. S. Tremblay.....	Notaire Public.....	Valleyfield.
Bellechasse.....	Murdock McKenzie.....	Notaire Public.....	St. Gervais.
Berthier-Maskinongé.....	J. A. Coutu.....	Notaire Public.....	Louiseville.
Bonaventure.....	George M. Kempffer.....	Agent.....	New Carlisle.
Brome-Missisquoi.....	A. J. Leonard.....	Avocat.....	Sweetsburg.
Chambly-Verchères.....	Alphonse M. Cormier.....	Notaire Public.....	Belœil.
Champlain.....	Joseph Labissonnière.....		Champlain.
Charlevoix-Saguenay.....	Joseph L. Simard.....		Baie St-Paul.
Châteauguay-Huntingdon.....	William Graham McGerrigle.....		Ormstown.
Chicoutimi.....	Onésime Tremblay.....	Avocat.....	Chicoutimi.
Compton.....	J. Ernest Lebrun.....	Notaire Public.....	Cookshire.
Dorchester.....	François Xavier Rouleau.....		Ste-Hénédine.
Drummond-Arthabaska.....	J. C. Heon.....	Commerçant.....	Arthabaskaville.
Gaspé.....	James T. Tuzo.....	Sheriff.....	Percé.
Hull.....	L. de G. Raby.....	Registraieur.....	Hull.
Joliette.....	Romulus Joly.....		Joliette.
Kamouraska.....	Dr. Thomas Wilf. Michaud.....		St-Pacôme.
Labelle.....	Albert Boulais.....	Notaire Public.....	Papineauville.
Lake St. John.....	Gaudiose Guérard.....	Notaire Public.....	Hebertville Sta.
Laprairie-Napierville.....	Max Coupal, Sr.....	Notaire Public.....	St-Remi.
L'Assomption-Montcalm.....	Alphonse Fontaine.....		St-Jacques l'A- chigan.
Laval-Two Mountains.....	J. A. Chaurette.....	Notaire Public.....	St-Eustache.
Lévis.....	Emile Demers.....		Levis.
L'Islet.....	Boniface Belanger.....		St-Jean Port Joli.
Lotbinière.....	Joseph Adelbert Pouliot.....	Notaire Public.....	Ste-Croix de Lotbinière.
Matane.....	Paul Gagnon.....	Notaire Public.....	St-Octave de Metis.
Mégantic.....	Gabriel Taschereau.....	Avocat.....	Thetford Mines.
Montmagny.....	Téléphore Coulombe.....		Montmagny.
Nicolet.....	J. O. Courchesne.....	Notaire Public.....	Nicolet.
Pontiac.....	Charles Belac.....		Fort Coulonge.
Portneuf.....	Gustave Duguay.....	Notaire Public.....	La Tuque.
Quebec-Montmorency.....	Georges Laroche.....	Accountant.....	Beauport.
Quebec East.....	Jos. Alphonse Bonhomme.....		Québec.
Quebec South.....	Jules Larue.....	Notaire Public.....	Québec.
Quebec West.....	J. Alfred Pouliot.....		Québec.
Richelieu.....	L. J. A. L'Heureux.....	Notaire Public.....	Sorel.
Richmond-Wolfe.....	J. H. Crépeau.....		St-Camille.
Rimouski.....	Charles Garon.....	Marchand.....	Rimouski.
St-Hyacinthe-Rouville.....	Edmond Duckett.....	Insurance agent.....	St-Hyacinthe.
St. Johns-Iberville.....	Dr. N. Arthur Sabourin.....		St-Jean.
Shefford.....	Romulus Cloutier.....	Conseiller du Roi.....	Waterloo.
Sherbrooke.....	Jos. O'Calligan Mignault.....	Land Surveyor.....	Sherbrooke.
Stanstead.....	P. L. Baldwin.....	Merchant.....	Coaticook.

QUEBEC—*Con.*

Electoral Districts Districts électoraux	Returning Officers Officiers-rapporteurs	Occupation	Residence
Témiscouata.....	J. O. Lévesque.....	Notaire Public....	Rivière du Loup.
Terrebonne.....	Rodrigue Deschambault.....		St-Jérôme.
Three Rivers-St-Maurice.....	Paul Martel.....	Avocat.....	Trois Rivières.
Vaudreuil-Soulanges.....	Adhemar Jeannotte.....	Notaire Public....	Coteau Landing.
Wright.....	John R. Ritchie.....		Aylmer.
Yamaska.....	Henri Niquet.....		Notre-Dame-de Pierreville.

## ISLAND OF MONTREAL—ÎLE DE MONTRÉAL

Cartier.....	Edward Goodchild.....		Montreal.
Hochelaga.....	J. W. Moreau.....	Merchant.....	Montreal.
Jacques Cartier.....	Joseph Wilfred Lepailleur.....		Lachine.
Laurier-Outremont.....	Emilien Gadbois.....	Avocat.....	Montreal.
Maisonneuve.....	Edouard Flamand.....	Avocat.....	Montreal.
Mount Royal.....	W. M. Couper.....	King's Counsel....	Montreal.
St. Ann.....	James L. Foley.....		Montreal.
St. Antoine.....	Harry C. Chesley.....		Montreal.
St. Denis.....	Ernest Rochon.....		Montreal.
St. Henri.....	Dorius Chevrier.....		Montreal.
St. James.....	Charles Emard.....	Avocat.....	Montreal.
St. Lawrence-St. George.....	Walter S. Johnson.....	King's Counsel....	Montreal.
St. Mary.....	J. A. Massé.....		Montreal.

## NOVA SCOTIA—NOUVELLE-ÉCOSSE

Antigonish-Guysborough.....	Edward Haley.....		Antigonish.
Cape Breton North-Victoria.....	Charles L. Campbell.....		North Sydney.
Cape Breton South.....	George E. Ingraham.....		Sydney.
Colchester.....	Robert H. Kennedy.....		Hilden.
Cumberland.....	Wiley McClintock Manning.....	Barrister.....	Amherst.
Digby-Annapolis.....	William A. Livingston.....	Barrister.....	Annapolis Royal.
Halifax.....	James W. Doyle.....		Halifax.
Hants-Kings.....	George L. Bishop.....		Greenwich.
Inverness.....	Joseph D. Doucet.....		Port Hood.
Pictou.....	A. Johnston Chisholm.....		New Glasgow.
Queens-Lunenburg.....	Sidney M. Zinck.....		Bridgewater.
Richmond-West Cape Breton.....	Dan. W. Morrison.....		St. Peters.
Shelburne-Yarmouth.....	William A. Godfrey.....		Yarmouth.

## NEW BRUNSWICK—NOUVEAU-BRUNSWICK

Charlotte.....	Harry W. Smith.....		Milltown.
Gloucester.....	Joseph Gilbert Doucet.....		West Bathurst.
Kent.....	Télesphore Arseneault.....	Sheriff.....	Richibucto.
Northumberland.....	Wm. Johnston.....		Chatham Head.
Restigouche-Madawaska.....	James E. Clair.....		Edmundston.
Royal.....	William A. Machum.....	High Sheriff.....	Gagetown.
St. John-Albert.....	Amon A. Wilson.....	Sheriff.....	St. John.
Victoria-Carleton.....	Frank L. Tompkins.....		Woodstock.
Westmorland.....	David H. Charters.....	Sheriff.....	Moncton.
York-Sunbury.....	John B. Hawthorne.....	Sheriff.....	Fredericton.

## MANITOBA

Brandon.....	Ellis David Alder.....	Barrister.....	Oak Lake.
Dauphin.....	Robert J. Malcolm.....	Farmer.....	Dauphin.
Lisgar.....	John William Ridley.....	Retired Farmer...	Manitou.
Macdonald.....	Robert Chester Parsons.....	Barrister.....	Treherne.
Marquette.....	Albert Stephen Arnold.....		Shoal Lake.
Neepawa.....	George Hamilton.....		Neepawa.
Nelson.....	Kenneth MacKenzie Macdonald.....	Barrister.....	Benito.
Portage la Prairie.....	John O'Brien.....		Portage la Prairie.



## MANITOBA—Con.

Electoral Districts Districts électoraux	Returning Officers Officiers-rapporteurs	Occupation	Residence
Provencher.....	Dr. J. A. Bélanger.....		St. Pierre.
Selkirk.....	Gunnar Solmundur Thorvaldson.....		Selkirk.
Souris.....	George C. Aitkens.....	Agent.....	Boissevain.
Springfield.....	John Hugh Sutherland.....		East Kildonan.
St. Boniface.....	James E. Bailey.....	Manager.....	Norwood.
Winnipeg North.....	Charles Frederick Mount.....		Winnipeg.
Winnipeg North Centre.....	Joseph A. Lozo.....	Locksmith.....	Winnipeg.
Winnipeg South.....	Frank Wynne Ellis.....		Winnipeg.
Winnipeg South Centre.....	James Moore Dunwoody.....		Winnipeg.

## BRITISH COLUMBIA—COLOMBIE-BRITANNIQUE

Cariboo.....	E. F. Woodward.....		Kamloops.
Comox-Alberni.....	Frederick Field.....	Insurance broker.....	Courtenay.
Fraser Valley.....	S. A. S. Cawley.....	Broker.....	Chilliwack.
Kootenay East.....	Basil G. Hamilton.....		Invermere.
Kootenay West.....	William Henry Houston.....	Merchant.....	Nelson.
Nanaimo.....	Edward Fleming Miller.....		Duncan.
New Westminster.....	Robert A. Braden.....	Barrister.....	New Westminster
Skeena.....	John Flewin.....	Notary Public.....	Port Simpson.
Vancouver-Burrard.....	William Manson.....	Accountant.....	Vancouver.
Vancouver Centre.....	Walter Edward Haskins.....	Barrister.....	Vancouver.
Vancouver North.....	Alfred E. Crickmay.....	Broker.....	North Vancouver
Vancouver South.....	A. Neville Smith.....	Barrister.....	Vancouver.
Victoria.....	John Leitch Clay.....	Barrister.....	Victoria.
Yale.....	Harry Howes Boyle.....	Barrister.....	Penticton.

## PRINCE EDWARD ISLAND—ÎLE DU PRINCE-ÉDOUARD

King's.....	Michael Murphy.....		Pamure Island.
Prince.....	Frederick J. E. Wright.....		Georgetown.
Queens.....	John Peter Gordon.....	Merchant.....	Summerside.
			Charlottetown.

## SASKATCHEWAN

Assiniboia.....	Henry Courtice Wylie.....	Trader.....	Oxbow.
North Battleford.....	Joseph A. Foley.....	Financial Agent.....	North Battleford.
Humboldt.....	Alfred D. Bates.....	Barrister.....	Lanigan.
Kindersley.....	George W. Preston.....	Trader.....	Alsask.
Last Mountain.....	Reginald F. Vaughan.....	Barrister.....	Southey.
Long Lake.....	Joseph R. Duke.....	Merchant.....	Findlater.
Mackenzie.....	John Long.....		Preeceville.
Maple Creek.....	Peter McLaren.....	Farmer.....	Gull Lake.
Melfort.....	Frank Sutherland.....	Bookkeeper.....	Melfort.
Melville.....	William Balfour.....	Farmer.....	Balcarres.
Moose Jaw.....	John A. Thompson.....	Agent.....	Moose Jaw.
Prince Albert.....	P. W. Pennefather.....	Gentleman.....	Prince Albert.
Qu'Appelle.....	J. F. Hunt.....		Indian Head.
Regina.....	Ashton Dewart Carrothers.....	Barrister.....	Regina.
Rosetown.....	Norman B. Douglas.....	Agent.....	Rosetown.
Saskatoon.....	Henry Lewis Jordan.....	Barrister.....	Saskatoon.
South Battleford.....	John T. Roper.....	Clerk.....	Salvador.
Swift Current.....	Herbert L. Cathrea.....	Barrister.....	Swift Current.
Weyburn.....	Herman K. Warren.....	Agent.....	Weyburn.
Willow Bunch.....	Edward L. Elliott.....	Barrister.....	Verwood.
Yorkton.....	George T. Killam.....	Barrister.....	Yorkton.

## ALBERTA

Acadia.....	C. N. Tingle.....	Real Estate.....	Hanna.
Athabaska.....	Harold King.....	Farmer.....	Egremont.
Battle River.....	George Edgar Leroy Hudson.....	Farmer.....	Wainwright.

## LIST OF RETURNING OFFICERS

## ALBERTA—Con.

Electoral Districts Districts électoraux	Returning Officers Officiers-rapporteurs	Occupation	Residence
Bow River.....	Herbert J. Maber.....	Barrister.....	Vulcan.
Calgary East.....	Ralph M. Spankie.....	Barrister.....	Calgary.
Calgary West.....	Sam J. Blair.....	Agent.....	Calgary.
Camrose.....	Frank P. Layton.....	Agent.....	Camrose.
Edmonton East.....	John William Howie Williams.....	Manager.....	Edmonton.
Edmonton West.....	Norman Currie Willson.....	Barrister.....	Strathcona.
Lethbridge.....	James Stanley Kirkham.....	Barrister.....	Lethbridge.
MacLeod.....	John Ralston Watt.....	Barrister.....	Clareholm.
Medicine Hat.....	Albert Arthur Henry Reilly.....	Broker.....	Medicine Hat.
Peace River.....	Charles W. Richardson.....	Agent.....	Peace River.
Red Deer.....	Lauchlin M. McLean.....	Agent.....	Innisfail.
Vegreville.....	Henry A. Meredith.....	Agent.....	Vegreville.
Wetaskiwin.....	Robert William Manley.....	Barrister.....	Wetaskiwin.

## YUKON TERRITORY—TERRITOIRE DU YUKON

Yukon.....	George Norris Williams.....	Miner.....	Dawson City.
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**PART IV.**

**LIST OF CANDIDATES.**

**NAMES, ADDRESSES AND OCCUPATIONS OF CANDIDATES  
AS GIVEN IN THE NOMINATION PAPERS WITH THE  
NUMBER OF VOTES CAST FOR EACH**

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**PARTIE IV.**

**LISTE DES CANDIDATS.**

**NOMS, ADRESSES ET MÉTIERS OU PROFESSIONS DES CANDIDATS  
TELS QUE DONNÉS DANS LES BULLETINS DE PRÉSENTATION  
AVEC LE NOMBRE DES VOTES DÉPOSÉS  
POUR CHACUN**

LIST OF CANDIDATES—LISTE DES CANDIDATS

ONTARIO

- ALGOMA EAST—BENIAH BOWMAN, Long Bay, farmer (6,909); GEORGE BRECKEN NICHOLSON, Chapleau, lumberman (6,143).
- ALGOMA WEST—THOMAS EDWARD SIMPSON, Sault Ste. Marie, merchant (7,171); ALBERT ERNEST WHYTALL, Sault Ste. Marie, clerk (4,187).
- BRANT—FRANKLIN SMOKE, Paris, barrister (4,218); THOMAS SCOTT DAVIDSON, Paris, auctioneer (4,065).
- BRANTFORD CITY—ROBERT EDWY RYERSON, Brantford, merchant (7,070); WILLIAM ROSS MACDONALD, barrister-at-law (5,993).
- BRUCE NORTH—JAMES MALCOLM, Kincardine, manufacturer (5,447); HUGH CLARK, Kincardine, journalist (4,959); WILLIAM SMELLIE, R.R. 2, Wiarton, farmer (53).
- BRUCE SOUTH—WALTER ALLAN HALL, Walkerton, physician (5,050); GEORGE S. FOWLER, Teeswater, dentist (3,504); JOHN WEIGEL, R.R. 3, Mildmay, farmer (1,791).
- CARLETON—WILLIAM FOSTER GARLAND, Ottawa, druggist (7,415); MORTIMER NEWTON CUMMINGS, Westboro, manufacturer (5,744).
- DUFFERIN-SIMCOE—WILLIAM EARL ROWE, Newton Robinson, farmer (8,376); THOMAS JOHNSTON O'FLYNN, Shelburne, merchant (5,303).
- DURHAM—FRED WELLINGTON BOWEN, Newcastle, farmer (6,508); MELVILLE HOWDEN STAPLES, Orono, farmer (5,024).
- ELGIN WEST—MITCHELL FREDERICK HEPBURN, R.R. 5, St. Thomas, farmer (7,920); HUGH CUMMINGS MCKILLOP, West Lorne, manufacturer (7,742).
- ESSEX EAST—EDMOND GEORGE ODETT, Tilbury, manufacturer (7,555); HON. RAYMOND D. MORAND, Windsor, physician (6,724).
- ESSEX SOUTH—ECCLES JAMES GOTT, Amherstburg, real estate broker (6,761); THOMAS ROWLEY, Leamington, farmer (6,438).
- ESSEX WEST—SIDNEY CECIL ROBINSON, Walkerville, manufacturer (11,555); JOHN HENRY RODD, Sandwich, one of His Majesty's Counsel (11,095).
- FORT WILLIAM—HON. ROBERT JAMES MANION, Fort William, physician (5,173); WILLIAM NASSAU WELSH, Fort William, iron worker (2,440).
- FRONTENAC-ADDINGTON—HON. JOHN WESLEY EDWARDS, East View Park, physician (7,802); ROBERT JOHN BUSHELL, Bath Road, vegetable grower (5,158).
- GLENGARRY—ARCHIBALD JOHN MACDONALD, North Lancaster, merchant (4,382); DUNCAN D. MACCUIG, Bainsville, auctioneer (3,749).
- GRENVILLE-DUNDAS—ARZA CLAIR CASSELMAN, Prescott, barrister-at-law (8,100); PRESTON ELLIOTT, Chesterville, farmer (4,744).
- GREY NORTH—WILLIAM PATTISON TELFORD, Owen Sound, barrister-at-law (7,606); MATTHEW ROBERT DUNCAN, Owen Sound, merchant (7,042).
- GREY SOUTHEAST—AGNES CAMPBELL MACPHEIL, Ceylon, farmer (7,939); ROBERT THOMAS EDWARDS, R.R. 1, Markdale, farmer (6,211).
- HALDIMAND—MARK CECIL SENN, R.R. 3, Caledonia, farmer (5,511); WARREN STRINGER, R.R. 1, Dunnville, farmer (4,028).
- HALTON—ROBERT KING ANDERSON, Milton, physician (6,222); WILLIAM JAMES LAIRD HAMPSHIRE, R.R. 3, Milton, farmer (4,308).
- HAMILTON EAST—GEORGE SEPTIMUS RENNIE, Hamilton, physician (13,444); MICHAEL JOSEPH O'REILLY, Hamilton, barrister-at-law (4,477).
- HAMILTON WEST—CHARLES WILLIAM BELL, 48 Homewood Ave., Hamilton, barrister (10,888); HENRY CARPENTER, 30 Hess St., South Hamilton, barrister (3,665).
- HASTINGS-PETERBOROUGH—ALEXANDER THOMAS EMBURY, Bancroft, physician (6,797); JOHN SMITH MARSHALL, Stirling, manufacturer (2,680).
- HASTINGS SOUTH—WILLIAM ERNEST TUMMON, Tweed, manager (9,704); ROSCOE VANDERWATER, R.R. 1, Foxboro, farmer (5,912).
- HURON NORTH—JOHN WARWICK KING, Bluevale, farmer (5,892); HUGH JOHN ALEXANDER MACEWAN, Goderich, merchant (5,547).
- HURON SOUTH—THOMAS McMILLAN, R.R. 2, Seaforth, farmer (6,370); ANDREW HICKS, Centralia, farmer (5,217).
- KENORA-RAINY RIVER—PETER HEENAN, Kenora, locomotive engineer (5,626); ARTHUR DUFFERIN GEORGE, Fort Frances, barrister (5,016).
- KENT—JAMES WARREN RUTHERFORD, Chatham, physician (12,315); ALEXANDER DEW CHAPLIN, Chatham, manufacturer (10,578).



- KINGSTON CITY—ARTHUR EDWARD ROSS, Kingston, doctor of medicine (6,256); JAMES HALLIDAY, Kingston, electrician (4,174).
- LAMBTON EAST—BURT WENDEL FANSHER, R.R. 2, Florence, farmer (6,891); JOSEPH EMMANUEL ARMSTRONG, Petrolia, farmer & oil producer (6,340).
- LAMBTON WEST—WILLIAM THOMAS GOODISON, Sarnia, manufacturer (7,551); ANDREW R. McMILLEN, Sarnia, physician (7,413).
- LANARK—RICHARD FRANKLIN PRESTON, Carleton Place, physician (8,122); GEORGE W. BUCHANAN, Carleton Place, agent (4,908).
- LEEDS—HUGH ALEXANDER STEWART, Brockville, barrister-at-law (9,092); WILLIAM HENRY COMSTOCK, Brockville, manufacturer (7,148).
- LINCOLN—HON. JAMES DEW CHAPLIN, St. Catharines, manufacturer (11,475); TERENCE MYLES McCARRON, St. Catharines, barrister-at-law (5,555).
- LONDON—JOHN FRANKLIN WHITE, 504 King St., London, manufacturer (12,249); WILLIAM JOHN STEVENSON, 391 Dundas St., London, surgeon (11,404).
- MIDDLESEX EAST—ADAM KING HODGINS, Lucan, automobile dealer (5,701); JOHN WILLARD FREEBORN, R.R. 2, Ilderton, farmer (2,897); CECIL CLARKSON ROSS, London, physician (2,506).
- MIDDLESEX WEST—HON. JOHN CAMPBELL ELLIOTT, London, barrister (6,187); ALFRED EDWIN ALFRED, Glencoe, farmer (4,086).
- MUSKOKA-ONTARIO—PETER MCGIBBON, Bracebridge, doctor (9,039); JOHN BENJAMIN JOHNSTON, Brechin, retired farmer (5,757).
- NIPISSING—EDMOND ANTHONY LAPIERRE, Sudbury, commercial traveller (11,587); JOSEPH ALFRED LABERGE, Sudbury, manufacturer (8,963).
- NORFOLK-ELGIN—WILLIAM HORACE TAYLOR, R.R. 3, Scotland, farmer (8,568); JOHN LAWRENCE STANSELL, R.R. 1, Staffordville, farmer (8,512).
- NORTHUMBERLAND—MILTON EDGAR MAYBEE, R.R. 6, Trenton, farmer (8,113); WILLIAM ALEXANDER FRASER, Trenton, manufacturer and farmer (7,727).
- ONTARIO—THOMAS ERLIN KAISER, Oshawa, physician (8,567); WILLIAM HENRY MOORE, Dunbarton, farmer (7,689).
- OTTAWA—EDGAR RODOLPHE EUGENE CHEVRIER, 451 Rideau St., Ottawa, barrister-at-law (23,012); GORDON CAMERON EDWARDS, 128 Wellington St., Ottawa, lumberman (22,950); STEWART McCLENAGHAN, 330 Cooper St., Ottawa, merchant (21,917); HON. JOHN LEO CHABOT, 170 Laurier Ave. East, Ottawa, physician (21,614).
- OXFORD NORTH—HUGH ALLAN, Drumbo, township clerk (6,565); DONALD MATHESON SUTHERLAND, Woodstock, physician (6,193).
- OXFORD SOUTH—THOMAS MERRITT CAYLEY, Norwich, insurance agent (6,064); HON. DONALD SUTHERLAND, R.R. 2, Ingersoll, farmer (5,364).
- PARKDALE—DAVID SPENCE, 13 O'Hara Ave., Toronto, merchant (11,897); BERTRAM TIPPING, 218 Wright St., Toronto, commercial traveller (4,133).
- PARRY SOUND—JAMES ARTHURS, Parry Sound, gentleman (5,418); JAMES LUDGATE, Parry Sound, lumberman (4,358).
- PEEL—SAMUEL CHARTERS, Brampton, publisher (7,002); WILLIAM JAMES LOWE, Snelgrove, farmer and livestock dealer (6,294).
- PERTH NORTH—FRANCIS WELLINGTON HAY, Listowel, grain merchant (8,236); DAVID MCKENZIE WRIGHT, Stratford, manufacturer (7,596).
- PERTH SOUTH—FRED G. SANDERSON, St. Mary's, flax grower (4,966); ROBERT S. GRAHAM, St. Mary's, farmer (4,451).
- PETERBOROUGH WEST—EDWARD ARMOUR PECK, Peterborough, barrister (8,934); JOSEPH JAMES DUFFUS, Peterborough, merchant (6,825).
- PORT ARTHUR-THUNDER BAY—DONALD JAMES COWAN, Port Arthur, barrister (4,349); ALEXANDER JARVIS McCOMBER, Port Arthur, barrister (2,990); ALBERT EDWARD SMITH, 529 Runnymede Rd., Toronto, educationist (1,382).
- PRESCOTT—LOUIS MATHIAS AUGER, Hawkesbury, professor (3,846); GUSTAVE EVANTUREL, Alfred, notary public (3,134); HIRAM HORTON KIRBY, Hawkesbury, dentist (2,504); RAOUL LABROSSE, Vankleek Hill, barrister (635).
- PRINCE EDWARD-LENNOX—JOHN HUBBS, Picton, canner (7,139); HENRY HERBERT HORSEY, R.R. 4, Picton, gentleman (6,199).
- RENFREW NORTH—IRA DELBERT COTNAM, Pembroke, physician (4,947); MATTHEW MCKAY, Pembroke, dentist (4,288); WILLIAM ROBERT KIRK, Forester's Falls, farmer (2,220).
- RENFREW SOUTH—MARTIN JAMES MALONEY, Eganville, physician (5,207); JOSEPH LAWRENCE MURRAY, Renfrew, manufacturer (4,986); JOHN F. GIBBONS, R.R. 3, Renfrew, farmer (1823).
- RUSSELL—ALFRED GOULET, Bourget, merchant (9,062); WILFRID THIVIERGE, Clarence Creek, merchant (4,876).
- SIMCOE EAST—ALFRED BURKE THOMPSON, Penetanguishene, barrister (7,994); FRED W. GRANT, Midland, barrister (7,669).

- SIMCOE NORTH**—WILLIAM ALVES BOYS, Barrie, barrister (7,058); ERNEST CHARLES DRURY, R.R. 1, Barrie, farmer (6,865).
- STORMONT**—ARNOLD NEILSON SMITH, Cornwall, steamboat owner (6,623); CHARLES JAMES HAMILTON, Cornwall, physician (6,083).
- TIMISKAMING NORTH**—JOSEPH BRADETTE, Cochrane, merchant (8,707); JOHN RAYMOND O'NEIL, Timmins, contractor (7,553).
- TIMISKAMING SOUTH**—MALCOLM LANG, Haileybury, prospector (7,309); ERNEST FREDERICK ARMSTRONG, Cobalt, dentist (6,411).
- TORONTO EAST**—HON. EDMOND BAIRD RYCKMAN, 44 Walmer Rd., Toronto (13,789); KATHLEEN BENNETT, 849 Logan Ave., Toronto, Social Service worker (3,299).
- TORONTO EAST CENTRE**—ROBERT CHARLES MATTHEWS, Toronto, 134 Lyndhurst Ave., gentleman (6,603); CECIL WILLIAM ARMSTRONG, 72 Isabella St., Toronto, newspaperman (4,509); ALEXANDER SMIRLE LAWSON, 82 College St., Toronto, physician (4,429).
- TORONTO-HIGH PARK**—ALEXANDER JAMES ANDERSON, 32 Oakmount Rd., Toronto, barrister (12,366); HON. JAMES MURDOCK, 710 Echo Drive, Ottawa, President, Brotherhood of Railway Trainmen (4,167).
- TORONTO NORTHEAST**—NEWTON MANLY YOUNG, 27 St. Andrew Gardens, Toronto, barrister (11,005); RICHARD LANGTON BAKER, 24 Glenview Ave., Toronto, manufacturer (9,639); THOMAS JAMES PUGH, 109 Erskine Ave., Toronto, manufacturer (5,994).
- TORONTO NORTHWEST**—THOMAS LANGTON CHURCH, 98 Binscarth Rd., Toronto, barrister (12,071); JOHN FREDERICK BOYD, 437 Concord Ave., Toronto, contractor (2,637); JAMES SIMPSON, 91 Indian Rd., Toronto, manager Labor Temple (1,267).
- TORONTO SCARBOROUGH**—JOSEPH HENRY HARRIS, 11 Linsmore Crescent, Toronto, manager (14,938); FRANK NORMAN WALKER, 1854 Gerrard St. E., Toronto, physician (3,556).
- TORONTO SOUTH**—GEORGE REGINALD GEARY, 184 University Ave., Toronto, barrister (4,909); THOMAS HENRY SHIPWAY, 698 Lake Shore Ave., Hanlen's Point, manufacturer (1,606).
- TORONTO WEST CENTRE**—HORATIO CLARENCE HOCKEN, 37 McCaul St., Toronto, publisher (7,956); FREDERICK GRAHAM JOHNSTON, 134 University Ave., Toronto (5,388); JOHN MACDONALD, 54 Victor Ave., Toronto, pattern maker (1,193).
- VICTORIA**—THOMAS HUBERT STINSON, Lindsay, barrister-at-law (9,070); JOHN JABEZ THURSTON, Fenelon Falls, farmer (6,004).
- WATERLOO NORTH**—WILLIAM DAUM EULER, Kitchener, publisher (10,394); DAVID GROSS, Kitchener, manufacturer (6,365).
- WATERLOO SOUTH**—ALEXANDER MCKAY EDWARDS, Galt, manufacturer (7,220); CHARLES RUSSELL WIDFIELD, Galt, barrister (4,935).
- WELLAND**—GEORGE HAMILTON PETTIT, Welland, barrister-at-law (14,331); WILLIAM MANLEY GERMAN, Welland, barrister (12,890).
- WELLINGTON NORTH**—DUNCAN SINCLAIR, Harriston, gentleman (4,825); RICHARD FREDERICK DALE, Harriston, gentleman (4,452).
- WELLINGTON SOUTH**—HON. HUGH GUTHRIE, Guelph, barrister-at-law (8,515); WILLIAM A. BURNETT, R.R. 3, Elora, farmer (7,471).
- WENTWORTH**—GORDON CROOKS WILSON, Dundas, gentleman (10,975); HAROLD STANLEY BURNS, Hamilton, physician (5,335).
- YORK NORTH**—THOMAS HERBERT LENNOX, Aurora, barrister-at-law (10,160); HENRY ARTHUR SIFTON, Lawrence Ave. & Bayview Ave., Toronto, gentleman (9,860).
- YORK SOUTH**—ROBERT HENRY MCGREGOR, 261 Donlands Ave., Toronto, market gardener (6,555); WILLIAM FINDLAY MACLEAN, Lawrence Ave. E., Toronto, gentleman (4,880).
- YORK WEST**—HON. SIR HENRY LUMLEY DRAYTON, 381 Stewart St., Ottawa, barrister (16,479); ALFRED TAYLOUR HUNTER, 319 Indian Rd., Toronto, barrister-at-law (4,681).

## QUEBEC

- ARGENTEUIL**—SIR GEORGE H. PERLEY, Ottawa, Secretary of State (4,094); JOSEPH-LOUIS LORENZO LEGAULT, Lachute, avocat (3,854).
- BAGOT**—GEORGES DORÉE MORIN, St-Pie-de-Bagot, notaire (3,787); L'HON. GUILLAUME ANDRÉ FAUTEUX, 13 chemin Bellingham, Outremont, Solliciteur Général (3,211).
- BEAUCE**—EDOUARD LACROIX, St-Georges-de-Beauce, marchand de bois (11,176); WILFRED DUVAL, St-Théophile, entrepreneur (2,551).
- BEAUHARNOIS**—MAXIME RAYMOND, boulevard St-Joseph ouest, Outremont, avocat (4,843); TANCRÈDE FORTIN, 5,309 avenue du Parc, Montréal, avocat (2,565); ACHILLE BERGEVIN, Lac St-Louis, courtier (374).
- BELLECHASSE**—OSCAR L. BOULANGER, 132 rue St-Pierre, Québec, avocat (4,897); EUGÈNE F. DUSSAULT, 99 rue Dalhousie, Québec, courtier (1,902).



- BERTHIER-MASKINONGE**—JOSEPH-CHARLES THÉODORE GERVAIS, Berthier, médecin (6,606); JOSEPH ARTHUR BARRETTE, St-Barthélemi, notaire (4,626).
- BONAVENTURE**—HON. CHARLES MARCIL, 289 rue Nelson, Ottawa, journaliste (6,164); HON. EUGÈNE PAQUET, St-Bonaventure, médecin (5,155).
- BROME-MISSISQUOI**—WILLIAM FREDERIC KAY, Philipsburg, farmer (7,126); FOLLIN HORACE PICKEL, Sweetsburg, physician (6,005).
- CHAMBLY-VERCHERES**—AIMÉ LANGLOIS, Varennes, notaire (8,667); HORTENSUS BÉRIEUX, Chambly Bassin, courtier (6,966).
- CHAMPLAIN**—ARTHUR LESIEUR DESAULNIERS, Ste-Anne-de-la-Pérade, marchand (10,024); LOUIS JOSEPH DOSTALER, Grand'Mère, notaire (5,407).
- CHARLEVOIX-SAGUENAY**—PIERRE FRANÇOIS CASGRAIN, 246 avenue Elm, Westmount, avocat (8,553); JULES GOBEIL, Baie St-Paul, avocat (2,911).
- CHATEAUGUAY-HUNTINGDON**—HON. JAMES ALEXANDER ROBB, Valleyfield, merchant miller (5,691); JOHN ALEXANDER SULLIVAN, De Lery, barrister (4,971).
- CHICOUTIMI**—JULIEN-ÉDOUARD ALFRED DUBUC, Chicoutimi, industriel (8,658); JOSEPH EUGÈNE BERGERON, Jonquières, courtier en assurances (2,142).
- COMPTON**—JOSEPH-ÉTIENNE LETELLIER, Mégantic, cultivateur (7,125); SAMUEL GOBEIL, La Patrie, cultivateur (4,979).
- DORCHESTER**—HON. LUCIEN CANNON, 135 Grande Allée, Québec, avocat (5,627); ROBERT CÔTÉ, 143 rue Sauvageau, Québec, avocat (3,640).
- DRUMMOND-ARTHABASKA**—WILFRID GIROUARD, Arthabaska, avocat (9,600); HENRI ÉDOUARD ST-SAUVEUR, St-Lucien, cultivateur (3,814).
- GASPE**—HON. RODOLPHE LEMIEUX, 265 rue O'Connor, Ottawa, avocat (8,769); WILLIAM ALBERT EDWARD FLYNN, Percé, avocat (4,820).
- HULL**—JOSEPH ELOI FONTAINE, 192 rue Principale, Hull, médecin (10,899); FRANÇOIS ALBERT DUMAS, 76 rue du Pont, Hull, médecin et chirurgien (2,185).
- JOLIETTE**—JEAN-JOSEPH DENIS, Joliette, avocat (5,659); JOSEPH DAMIEN NEVEU, St-Am-broise-de-Kildare, cultivateur (4,202).
- KAMOURASKA**—GEORGES BOUCHARD, Ste-Anne-de-la-Pocatière, agronome (4,332); FRANÇOIS-XAVIER PELLETIER, Ste-Anne-de-la-Pocatière, voyageur de commerce (2,562).
- LABELLE**—HENRI BOURASSA, 336 rue Notre-Dame-Est, Montréal, publiciste (7,569); LOUIS COUSINEAU, 87 rue Maisonnette, Hull, avocat (1,118); JOSEPH-ÉDOUARD MORANVILLE, Labelle, agent d'affaires (129).
- LAC ST-JEAN**—JOSEPH-ERNEST-ARMAND SYLVESTRE, Roberval, avocat (8,090); JOSEPH-S.-N. TURCOTTE, Normandin, notaire (5,733).
- LAPRAIRIE-NAPIERVILLE**—ROCH LANCÔT, St-Constant, cultivateur (4,201); LÉOPOLD DOYON, 320 rue Sherbrooke-Ouest, Montréal, industriel (2,844).
- L'ASSOMPTION-MONTCALM**—PAUL-ARTHUR SÉGUIN, L'Assomption, notaire (6,044); ALFRED FOREST, Montréal, avocat (1,901).
- LAVAL-DEUX-MONTAGNES**—LIGUORI LACOMBE, Ste-Scholastique, avocat (5,916); JOSEPH-HORACE MICHAUD, 2612 rue Ontario-E., Montréal, avocat (2,148).
- LEVIS**—J.-ÉTIENNE DUSSAULT, Lévis, industriel (7,127); ÉMILE FORTIN, Lévis, médecin (5,838).
- L'ISLET**—J.-FERNAND FAFARD, L'Islet, arpenteur-géomètre (3,619); JOSEPH-ADHEMAR GAGNON, Québec, négociant en gros (2,795).
- LOTBINIÈRE**—JOSEPH-ACHILLE VERVILLE, St-Flavien, notaire (4,650); JOSEPH ULDÉRIC PARIS, Deschailions, marchand, (3,345).
- MATANE**—GEORGES-LÉONIDAS DIONNE, St-Benoit, notaire (8,880); NAZAIRE BÉGIN, St-Octave de Métiis, marchand (3,727).
- MEGANTIC**—EUSÈBE ROBERGE, Laurierville, marchand (6,483); CAMILLE ROBERGE, Ste-Sophie, cultivateur (3,243).
- MONTMAGNY**—LÉO-KEMNER LAFLAMME, Montmagny, avocat (3,985); ARMAND LAVERGNE, 144 Grande Allée, Québec, avocat (3,646).
- NICOLET**—JOSEPH-FÉLIX DESCOTEAUX, Ste-Monique, cultivateur (6,597); CHARLES BOUR-GEAIS, Trois-Rivières, avocat (3,782).
- PONTIAC**—FRANK S. CAHILL, Campbell's Bay, broker (11,166); LUCIEN-ALFRED LADOUCEUR, Amos, avocat (6,121).
- PORTNEUF**—MICHEL-SIMÉON DELISLE, Portneuf, gentilhomme (6,308); HERMENT (alias ARMAND) MARCOTTE, St-Basile, médecin (5,272).
- QUEBEC MONTMORENCY**—HENRI EDGAR LAVIGUEUR, 610 rue St-Jean, Québec, marchand (6,433); CHARLES-NAPOLÉON DORION, Courville, avocat (5,267).
- QUEBEC-EST**—HON. ERNEST LAPOINTE, 324 rue Chapel, Ottawa, avocat (9,370); PIERRE AUDET, 164 rue Aberdeen, Québec, avocat (6,438).
- QUEBEC-SUD**—CHARLES GAVAN POWER, Québec, avocat (6,527); JOHN SKILLMAN O'MEARA, 117 Grande Allée, Québec, marchand (4,901); ADOLPHE CHEVALIER, Québec, entrepreneur (775).
- QUEBEC-OUEST**—GEORGE PARENT, 310 rue Grande Allée, Québec, avocat (7,501); CAMI-LIEN JOSEPH LOCKWELL, 14 ave. de Salaberry, Québec, courtier (6,495).

- RICHELIEU**—HON. PIERRE JOSEPH ARTHUR CARDIN, Sorel, avocat (4,893); AIMÉ CHASSÉ, Pierreville, avocat (2,927).
- RICHMOND-WOLFE**—EDMUND WILLIAM TOBIN, Bromptonville, lumber merchant (8,788); JOHN HAYES, Richmond, médecin-chirurgien (5,100).
- RIMOUSKI**—SIR EUGÈNE FISET, Rimouski, médecin-chirurgien (5,623); ALPHONSE GARON, Rimouski, avocat (2,926); ALPHONSE AUBIN, Mont-Joli, cultivateur (417).
- ST-HYACINTHE-ROUVILLE**—LOUIS-SIMON-RENÉ MORIN, St-Hyacinthe, notaire (7,325); JEAN-BAPTISTE-JOSEPH-EUGÈNE BOUSQUET, St-Hyacinthe, avocat (1,858).
- ST-JEAN-IBERVILLE**—ALDERIC-JOSEPH BENOIT, Ibtville, cultivateur et commerçant 4,802); MARTIAL RHÉAUME, St-Jean, boucher (4,006); HERMAN JULIEN, 38 rue Champagne, Montréal, agent (328).
- SHEFFORD**—PIERRE-ERNEST BOVIN, Granby, manufacturier (6,374); LOUIS-JOSEPH GAUTHIER, 10 ave. Renfrew, Westmount, avocat (3,605).
- SHERBROOKE**—CHARLES B. HOWARD, Sherbrooke, marchand de bois (7,582); ALBERT WYATT REID, Sherbrooke, journaliste (4,640).
- STANSTEAD**—WILLIS KEITH BALDWIN, Baldwin's Mills, lumber merchant (5,135); GEORGE GARFIELD FISH, Ayer's Cliff, merchant (3,740).
- TEMISCOUATA**—JEAN-FRANÇOIS POULIOT, Rivière-du-Loup, avocat (8,431); CHARLES-EUGÈNE DUBÉ, Rivière-du-Loup, marchand (6,513).
- TERREBONNE**—JULES-ÉDOUARD PRÉVOST, St-Jérôme, journaliste (7,060); LÉOPOLD NANTEL, St-Jérôme, avocat (2,270).
- TROIS-RIVIERES-ST-MAURICE**—ARTHUR BETTEZ, Trois-Rivières, comptable (11,384); LOUIS NORMAND, Trois-Rivières, courtier (5,737).
- VAUDREUIL-SOULANGES**—LAWRENCE ALEXANDER WILSON, Coteau-du-Lac, bourgeois (5,391); EUGÈNE LEROUX, 6462-1ère Ave., Rosemount, avocat, (1,848).
- WRIGHT**—FIZALAM-WILLIAM PERRAS, Gracefield, marchand de bois (5,950); FRANÇOIS-ALBERT LABELLE, Hull, notaire (5,105).
- YAMASKA**—AIMÉ BOUCHER, Pierreville, notaire (3,500); JOSEPH-FÉLIX-FREDERIC BOULAIS, 10 rue McCollock, Outremont, notaire (3,082).

#### ISLAND OF MONTREAL—ÎLE DE MONTRÉAL

- CARTIER**—SAMUEL WILLIAM JACOBS, 334 Côte St. Antoine Rd., Westmount, advocate and King's Counsel (5,048); LOUIS WOLFE, 309 Marlow Avenue, Montreal, contractor (2,312); PAUL-ERNEST PARENT, 1242 rue St-Denis, Montréal, journaliste (2,043); MICHAEL BUHAY, 130 Casgrain St., Montreal, clothing cutter (672).
- HOCHÉLAGA**—ÉDOUARD-CHARLES ST-PÈRE, 1620 rue Darling, Montréal, journaliste (16,339); JOSEPH-THOMAS-ULRIC SIMARD, 1490 Cuvillier, Montréal, courtier (2,530); JEAN-MARIE-MASTAI-GEORGES CARDINAL, 2338 rue Adam, Montréal, bourgeois (502).
- JACQUES-CARTIER**—J. THÉODULE RHÉAUME, 124 rue Mayfair, Montréal, avocat (18,755); HON. ESIOFF-LÉON PATENAUBE, Laval-sur-le-Lac, avocat (16,602).
- LAURIER-OUTREMONT**—JOSEPH-ALEXANDRE MERCIER, 543 rue Querbes, Outremont, avocat (12,724); JEAN-ÉDOUARD-CHARLES BUMBRAY, 254 avenue Bloomfield, Outremont, avocat (8,342).
- MAISONNEUVE**—CLÉMENT ROBITAILLE, 590 rue Lasalle, Montréal, avocat (16,045); RAOUL DUMOUCHEL, 2 rue Bellerive, Pointe-aux-Trembles, notaire (5,166).
- MOUNT ROYAL**—ROBERT SMEATON WHITE, 465 Roslyn Ave., Westmount, journalist (14,249); THOMAS HENRY CARVETH, 227 Girouard Ave., Montreal, broker (4,499).
- ST. ANN**—JAMES JOHN EDMUND GURRIN, 4 Edgehill Ave., Montreal, physician (11,238); THOMAS O'CONNELL, 383 Mountain St., Montreal, contractor (9,474).
- ST. ANTOINE**—LESLIE GORDON BELL, 11 Holton Ave., Westmount, advocate (6,605); JOHN JENNINGS CREELMAN, 694 Sherbrooke W., Montreal, King's Counsel (6,159).
- ST-DENIS**—JOSEPH-ARTHUR DENIS, 5913 rue Christophe Colomb, Montréal, médecin (21,497); RENÉ MARION, 577 avenue Mont-Royal Est, Montréal, voyageur de commerce (4,863).
- ST-HENRI**—PAUL MERCIER, 198 rue George-Etienne Cartier, Montréal, avocat (9,995); JOSEPH MONGEAU, 2241A rue St-Jacques, Montréal, marchand (2,152).
- ST-JACQUES**—LOUIS-ÉDOUARD-FERNAND RINFRET, 222 rue Ontario, Ouest, Montréal, journaliste (12,740); GEORGES AVILA MARSAN, 717 rue St-Hubert, Montréal, avocat (2,192).
- ST. LAWRENCE-ST. GEORGE**—CHARLES HAZLITT CAHAN, Chateau Apts., Montreal, advocate (5,725); WILLIAM CLEMENT MUNN, 145 Drummond St., Montreal, contractor (3,826).
- STE-MARIE**—HERMAS DESLAURIERS, 1963 rue Fullum, Montréal, médecin (14,793); EUGÈNE CHARTIER, 5026 rue Christophe-Colomb, Montréal, publiciste (2,836).



## NOVA SCOTIA—NOUVELLE-ÉCOSSE

- ANTIGONISH-GUYSBOROUGH—JOHN C. DOUGLAS, Halifax, barrister (6,140); COLIN F. McISAAC, Antigonish, barrister (6,003).
- CAPE BRETON NORTH-VICTORIA—LEWIS WILKIESON JOHNSTONE, Sydney Mines, physician and surgeon (6,284); MICHAEL DWYER, Sydney Mines, mechanical engineer (4,691).
- CAPE BRETON SOUTH—FINLAY MACDONALD, Sydney, barrister (8,924); DANIEL W. MORRISON, Glace Bay, miner (6,412).
- COLCHESTER—GEORGE T. MACNUTT, Stewiacke, contractor (6,067); ALFRED DICKIE, 95 South Park St., Halifax, lumberman (4,049).
- CUMBERLAND—ROBERT KNOWLTON SMITH, Amherst, barrister-at-law (8,176); JAMES ALBERT HANWAY, Amherst, barrister (6,609).
- DIGBY-ANNAPOLIS—HARRY BERNARD SHORT, Digby, manager (8,159); LEWIS JOHNSTONE LOVETT, Bear River, physician (7,851).
- HALIFAX—HON. WILLIAM ANDERSON BLACK, 111 Young Ave., Halifax, Minister of Railways and Canals (17,911); FELIX PATRICK QUINN, 136 Oxford St., Halifax, manufacturer (17,171); JAMES LAYTON RALSTON, 2 Larch Street, Halifax, barrister (14,139); JOHN MURPHY, 301 Brunswick Street, Halifax, real estate agent (14,007).
- HANTS-KINGS—JAMES LORIMER ILSLEY, Kentville, barrister (10,261); ARTHUR DEWITT FOSTER, Kentville, broker (10,181).
- INVERNESS—ISAAC DUNCAN MACDOUGALL, Strathlorne, student (4,946); DONALD MACLENNAN, Inverness, barrister (4,296).
- PICTOU—THOMAS CANTLEY, New Glasgow, manufacturer (9,304); JAMES A. FRASER, New Glasgow, editor (7,920).
- QUEENS-LUNENBURG—WILLIAM G. ERNST, Bridgewater, barrister-at-law (9,925); WILLIAM DUFF, Lunenburg, merchant (9,136).
- RICHMOND-WEST CAPE BRETON—JOHN ALEXANDER MACDONALD, St. Peter's, physician (3,769); DONALD D. BOYD, Cannes, barrister (3,280).
- SHELBURNE-YARMOUTH—PAUL LACOMBE HATFIELD, Yarmouth, commission broker (7,339); FRANK HARRIS PATTERSON, Yarmouth, barrister-at-law (6,008).

## NEW BRUNSWICK—NOUVEAU-BRUNSWICK

- CHARLOTTE—ROBERT WATSON GRIMMER, St. Stephen, merchant (4,967); P. ELMER McLAUGHLIN, St. Stephen, barrister (3,677).
- GLOUCESTER—PIERRE J. VENIOT, Bathurst, insurance agent (7,992); JOSEPH S. DUMAS, Grand Anse, farmer (6,333).
- KENT—ALFRED EDMOND BOURGEOIS, Buctouche, clerk (4,799); ALEXANDRE JOSEPH DOUCET, Notre Dame, farmer (4,173).
- NORTHUMBERLAND—CHARLES JOSEPH MORRISSEY, Newcastle, accountant (6,201); CHARLES ELIJAH FISH, Newcastle, gentleman (5,687).
- RESTIGOUCHE-MADAWASKA—STANISLAS BLANCHARD, Dalhousie, gentleman (9,033); ARTHUR CULLIGAN, Culligans, lumberman (6,850).
- ROYAL—HON. GEORGE B. JONES, Apohaqui, merchant (7,266); DUNCAN H. McALISTER, Sussex, medical doctor (5,973).
- ST. JOHN-ALBERT—MURRAY MACLAREN, 75 Coburg St., St. John, doctor of medicine (12,441); THOMAS BELL, 239 Germain St., St. John, merchant (12,310); WILLIAM MICHAEL RYAN, 185 Waterloo St., St. John (8,007); ROBERT THOMAS HAYES, 1 Mount Pleasant Ave., St. John, wholesale shoe merchant (7,356).
- VICTORIA-CARLETON—JAMES KIDD FLEMMING, Aberdeen, lumberman (7,865); ALBION ROUDOLPH FOSTER, Hartland, farmer (6,764).
- WESTMORLAND—OTTO BAIRD PRICE, Moncton, dental surgeon (10,737); HENRY READ EMMERSON, Dorchester, farmer (10,204).
- YORK-SUNBURY—RICHARD BURPEE HANSON, Fredericton, barrister-at-law (8,451); PETER J. HUGHES, Fredericton, barrister (4,459).

## MANITOBA

- BRANDON—ROBERT FORKE. Pipestone, farmer (8,267); DAVID WILSON BEAUBIER, Brandon, farmer (7,101).
- DAUPHIN—WILLIAM JOHN WARD, Dauphin, farmer (7,260); JAMES LANGSTAFF BOWMAN, Dauphin, barrister (5,502).
- LISGAR—JOHN LIVINGSTONE BROWN, Pilot Mound, farmer (4,657); WILLIAM JAMES ROWE, Manitou, barrister (3,790).
- MACDONALD—WILLIAM JAMES LOVIE, Holland, farmer (6,652); VALMORE ERIC SCHWEITZER, Treherne, barrister (4,306).

- MARQUETTE**—JAMES ALLISON GLEN, Russell, barrister-at-law (7,327); HENRY ALFRED MULLINS, Fort Garry Hotel, Winnipeg, cattle exporter and farmer (6,235).
- NEEPAWA**—ROBERT MILNE, Mekiwin, farmer (6,293); THOMAS GEROW MURPHY, Neepawa, druggist (4,495).
- NELSON**—THOMAS WILLIAM BIRD, Swan River, clergyman (3,042); JOSEPH MYERS, Royal Alexandra Hotel, Winnipeg, managing director (2,632).
- PORTAGE LA PRAIRIE**—EWEN ALEXANDER MCPHERSON, Portage la Prairie, barrister-at-law (6,394); RT. HON. ARTHUR MEIGHEN, Ottawa, Prime Minister of Canada (5,966).
- PROVENCHER**—ARTHUR LUCIEN BEAUBIEN, St. Jean-Baptiste, farmer (acclamation).
- SELKIRK**—LELAND PAYSON BANCROFT, Teulon, farmer (7,016); HANNES MARINO HANNESSEN, Selkirk, barrister-at-law (5,104).
- SOURIS**—JAMES STEEDSMAN, Deloraine, farmer (6,105); ERRICK F. WILLIS, Boissevain, barrister (4,946).
- SPRINGFIELD**—EDGAR DOUGLAS RICHMOND BISSETT, Beausejour, physician (3,852); THOMAS HAY, Gonor, farmer (2,638); THOMAS HERBERT DUNN, West Kildonan, secretary (1,375).
- ST. BONIFACE**—JOHN POWER HOWDEN, Norwood, medical doctor (5,903); JOSEPH BERNIER, St. Boniface, barrister-at-law (3,235); ALLAN MEIKLE, 245 Martin Ave., Winnipeg, machinist (2,427).
- WINNIPEG NORTH**—ABRAHAM ALBERT HEAPS, 325 Burrows Ave., Winnipeg, agent (6,171); RICHARD R. KNOX, 266 Alfred Ave., Winnipeg, assistant general manager (3,555); GEORGE BOYD McTAVISH, 504 College Ave., Winnipeg, physician (2,821).
- WINNIPEG NORTH CENTRE**—JAMES SHAVER WOODSWORTH, 76 Chestnut St., Winnipeg, lecturer (7,221); JOSE ALEXANDER BANFIELD, 44 Osborne St., Winnipeg, merchant (4,220).
- WINNIPEG SOUTH**—JOHN STEWART McDIARMID, 180 Oak St., Winnipeg, merchant (8,809); HON. ROBERT ROGERS, 197 Roslyn Rd., Winnipeg, gentleman (7,638).
- WINNIPEG SOUTH CENTRE**—JOSEPH THORARINN THORSON, 129 Niagara St., Winnipeg, barrister-at-law (12,315); WILLIAM WALKER KENNEDY, 505 Union Trust Bldg., Winnipeg, barrister-at-law (11,737).

### BRITISH COLUMBIA—COLOMBIE-BRITANNIQUE

- CARIBOO**—JOHN ANDERSON FRASER, Quesnel, merchant (7,200); JOSEPH GRAHAM, Merritt, mining superintendent (6,386).
- COMOX-ALBERNI**—ALAN WEBSTER NEILL, Alberni, merchant (4,307); DONALD ROBERT MACDONALD, Cumberland, locomotive engineer (2,831); JOHN EDWARD ARMISHAW, Sayward, farmer (185).
- FRASER VALLEY**—HARRY JAMES BARBER, Chilliwack, druggist (6,217); ELIHU MANUEL, Chilliwack, retired clergyman (4,117).
- KOOTENAY EAST**—HON. JAMES HORACE KING, Ottawa, physician (3,547); JOHN WESLEY RUTLEDGE, Cranbrook, veterinary surgeon (3,272); JAMES SIMS, Invermere, car inspector (1,444).
- KOOTENAY WEST**—WILLIAM KEMBLE ESLING, Rossland, general agent (6,247); ROBERT HENRY GALE, 1404 Dominion Bldg., Vancouver, merchant (5,257).
- NANAIMO**—CHARLES HERBERT DICKIE, Duncan, mining operator (10,464); CORNELIUS HAWKINS O'HALLORAN, Oak Bay, barrister-at-law (5,274).
- NEW WESTMINSTER**—WILLIAM GARLAND McQUARRIE, New Westminster, barrister-at-law (8,624); CHARLES CAIR KNIGHT, 3756 Dundas St., Vancouver Heights, broker (6,384); WILLIAM ARTHUR PRITCHARD, 136 Raneleigh Ave., Capitol Hill, freight agent (3,533).
- SKEENA**—JAMES CHARLES BRADY, Prince Rupert, school principal (4,170); ALFRED STORK, Prince Rupert, merchant (3,849).
- VANCOUVER-BURRARD**—JOHN ARTHUR CLARK, 1931 Nelson St., Vancouver, barrister and solicitor (11,227); WILFRED HANBURY, 3890 Cartier Ave., Point Grey, lumberman (7,692); WILLIAM JAMISON CURRY, 954 Cardere St., Vancouver, dentist (2,012).
- VANCOUVER CENTRE**—HON. HENRY HERBERT STEVENS, 1101 Nicola St., Vancouver, broker and accountant (10,326); DUGALD DONAGHY, Sommerset St., North Vancouver, barrister-at-law (8,471); EUGENE THORTON KINGSLEY, 110 Water St., Vancouver, printer (527).
- VANCOUVER NORTH**—ALEXANDER DUNCAN McRAE, 1489 McRae Ave., Vancouver, lumberman (5,080); GERALD GRATTAN McGEER, 4812 Belmont Ave., Point Grey, barrister-at-law and iron moulder (4,388); WALLIS WALTER LEFEAUX, 1176 Barclay St., Vancouver, barrister-at-law (1,363); JAMES CAVERS GILL, North Vancouver, manufacturer (23).
- VANCOUVER SOUTH**—LEON JOHNSON LADNER, 1550 King Edward Ave., Point Grey, barrister-at-law (9,762); PAUL McDOWELL KERR, 1787 49th Ave., Point Grey, barrister and solicitor (4973); ALFRED HURRY, 861 34th St., South Vancouver, plasterer (2,693).



**VICTORIA**—HON. SIMON FRASER TOLMIE, 974 Cloverdale Ave., Victoria, veterinary surgeon (6,831); EDWARD OLIVER CAREW MARTIN, 1230 Victoria Ave., Oak Bay, barrister-at-law, (4,051).  
**YALE**—GROTE STIRLING, Kelowna, fruit grower & civil engineer (7,815); FREMONT BLAKESLEE COSSITT, Vernon, fruit grower (3,928).

### PRINCE EDWARD ISLAND—ÎLE DU PRINCE-ÉDOUARD

**KINGS**—HON. JOHN ALEXANDER MACDONALD, Cardigan, merchant (4,329); JAMES J. JOHNSTON, Charlottetown, barrister (4,229).  
**PRINCE**—ALFRED E. MACLEAN, Summerside, farmer and rancher (7,362); J. EDWARD WYATT, Summerside, barrister (5,641).  
**QUEENS**—ROBERT HAROLD JENKINS, Charlottetown, merchant (9,006); HON. JOHN EWEN SINCLAIR, Summerfield, farmer (8,625); JOHN ALBERT MESSERVY, Charlottetown, merchant (8,124); JOHN HOWARD MYERS, Hampton, farmer (8,123).

### SASKATCHEWAN

**ASSINIBOIA**—ROBERT MCKENZIE, Stoughton, municipal clerk (6,066); JOSEPH HILL, North Portal, farmer (3,845); SAMUEL BURCHILL, Alameda, farmer (3,137).  
**NORTH BATTLEFORD**—CAMERON ROSS MCINTOSH, North Battleford, publisher (6,147); CHARLES EDWIN LONG, North Battleford, farmer (2,950).  
**HUMBOLDT**—ALFRED FREDERICK TOTZKE, Vanda, druggist (6,264); EDWARD SEATON WILSON, Humboldt, barrister (2,447).  
**KINDERSLEY**—ARCHIBALD M. CARMICHAEL, Kindersley, farmer (5,540); JOHN ALBERT DOWD, Ermine, farmer (5,326).  
**LAST MOUNTAIN**—WILLIAM RUSSELL FANSHER, Govan, farmer (5,080); WILLIAM ANDERSON MACFARLANE, Nokomis, farmer and financial agent (4,890).  
**LONG LAKE**—JOHN FREDERICK JOHNSTON, Bladworth, farmer (5,113); WILLIAM POUND, Aylesbury, farmer (3,599).  
**MACKENZIE**—MILTON NEIL CAMPBELL, Pelly, farmer (5,701); JOHN ANGUS MACMILLAN, Wadena, barrister-at-law (4,664).  
**MAPLE CREEK**—GEORGE SPENCE, Orkney, farmer (8,202); JAMES BECK SWANSTON, Shaunavon, physician (5,772).  
**MELFORT**—MALCOLM McLEAN, Eldersley, farmer (7,270); HERBERT E. KEOWN, Melfort, barrister (4,306).  
**MELVILLE**—HON. WILLIAM RICHARD MOTHERWELL, Abernethy, farmer (7,946); JOHN A. M. PATRICK, Yorkton, barrister (3,796).  
**MOOSE JAW**—JOHN GORDON ROSS, Moose Jaw, farmer and rancher (8,487); WELLINGTON WHITE, Moose Jaw, farmer (6,060); ROBERT MILTON JOHNSON, Pasqua, farmer (1,798).  
**PRINCE ALBERT**—RT. HON. W. L. MACKENZIE KING, Ottawa, gentleman (8,933); JOHN GEORGE DIEFENBAKER, Prince Albert, barrister-at-law (4,833).  
**QU'APPELLE**—JOHN MILLAR, Indian Head, farmer (7,778); WILLIAM WALLACE LYND, Regina, barrister (5,891).  
**REGINA**—HON. CHARLES AVERY DUNNING, Regina, farmer (8,916); ANDREW G. MacKINNON, Regina, barrister (8,001).  
**ROSETOWN**—JOHN EVANS, Saskatoon, retired farmer (5,635); WALTER ASELTINE, Rosetown, barrister (2,847).  
**SASKATOON**—ALEXANDER MACGILLIVRAY YOUNG, Saskatoon, physician (8,058); FRANK ROLAND MACMILLAN, Saskatoon, merchant (5,706).  
**SOUTH BATTLEFORD**—JOHN VALLANCE, Onward, farmer (5,607); ALFRED LUCE LE RUEZ, Marshall, farmer (4,237); JAMES ARNOLD HAGERMAN, Unity, agent (3,106).  
**SWIFT CURRENT**—CHARLES EDWARD BOTHWELL, Swift Current, barrister (5,788); ARTHUR JOHN LEWIS, Lawson, farmer (3,094); ARCHIBALD LIVINGSTON, Cabri, implement dealer (2,097).  
**WEYBURN**—EDWARD JAMES YOUNG, Dummer, farmer (6,068); JOHN MORRISON, Yellow Grass, farmer (3,493).  
**WILLOW BUNCH**—THOMAS DONNELLY, Kincaid, physician (7,683); CHARLES MORLEY WILKIN EMERY, Assiniboia, farmer (3,123); JOSEPH ARTHUR MARCOTTE, Ponteix, barrister (2,263).  
**YORKTON**—GEORGE WASHINGTON MCPHEE, Yorkton, barrister-at-law (4,421); ROY DAVID LOUCKS, Willowbrook, farmer (3,121).

## ALBERTA

- ACADIA—ROBERT GARDINER, Excel, farmer (7,041); GEORGE HARRISON WADE, Hanna, physician (1,803).
- ATHABASKA—DONALD FERDINAND KELLNER, 11427 87th St., Edmonton, farmer (4,870); CHARLES WILSON CROSS, Bank of Nova Scotia Building, Edmonton, barrister (2,770).
- BATTLE RIVER—HENRY ELVINS SPENCER, Edgerton, farmer (5,597); JOHN WILLIAM GEDDIE MORRISON, Vermilion, barrister (1,985).
- BOW RIVER—EDWARD JOSEPH GARLAND, Rumsey, farmer (5,144); ACLE CARMAN SCRATCH, Irricana, farmer (3,028).
- CALGARY EAST—HERBERT BEALY ADSHEAD, 119 28th Ave., N. W., Calgary, retired farmer (6,707); FRED DAVIS, Palliser Hotel, Calgary, farmer (5,132); WILLIAM EDWARD WOOD GUY, 445 Centre Ave., N.E., Calgary, carpenter (163).
- CALGARY WEST—HON. RICHARD BEDFORD BENNETT, Palliser Hotel, Calgary, barrister-at-law (8,951); HARRY WILLIAM LUNNEY, 820 15th Ave., West, Calgary, barrister-at-law (6,502).
- CAMROSE—WILLIAM THOMAS LUCAS, Lougheed, farmer (5,100); DONALD RANDOLPH McIVOR, Stettler, merchant (3,490).
- EDMONTON EAST—KENNETH ALEXANDER BLATCHFORD, 7866 Jasper Ave., Edmonton, agent (5,090); AMBROSE U. G. BURY, 11122 62nd St., Edmonton, barrister (4,925); JAN LAKE-MAN, 9149 78th Ave., Edmonton, railway carman (1,441).
- EDMONTON WEST—HON. CHARLES STEWART, Edmonton, farmer (7,223); FREDERICK CHARLES JAMIESON, 10503 Saskatchewan Drive, Edmonton, barrister (5,772).
- LETHBRIDGE—LINCOLN HENRY JELLIFF, Raley, farmer (5,138); ANDREW BRYDEN HOGG, Yale Block, Lethbridge, barrister-at-law (3,435).
- MACLEOD—GEORGE GIBSON COOTE, Cayley, farmer (6,840); JOHN HERRON, Pincher Creek, retired farmer (3,465).
- MEDICINE HAT—FREDERICK WILLIAM GERSHAW, Medicine Hat, physician (4,206); GILBERT McNEILL BLACKSTOCK, Medicine Hat, barrister and solicitor (2,226); CARL HENNING AXELSON, Bingville, farmer (2,081).
- PEACE RIVER—DONALD MACBETH KENNEDY, Waterhole, farmer (5,323); JAMES ARTHUR COLLINS, Edmonton, lumberman (4,398); JOSEPH ANDREW CLARKE, Edmonton, barrister (2,642).
- RED DEER—ALFRED SPEAKMAN, Red Deer, farmer (5,603); JOSEPH GEORGE LAFRANCE, Red Deer, life insurance superintendent (2,151).
- VEGREVILLE—MICHAEL LUCHKOVICH, Vegreville, school teacher (4,106); JOSEPH SEELEY McCALLUM, Mundare, farmer and broker (3,378).
- WETASKIWIN—WILLIAM IRVINE, Bentley, farmer (3,897); STANLEY GILBERT TOBIN, Leduc, farmer (3,150); CHARLES HOMER RUSSELL, Wetaskiwin, barrister (2,243).

## YUKON TERRITORY—TERRITOIRE DU YUKON

- YUKON—GEORGE BLACK, Dawson, barrister (823); FREDERICK TENNYSON CONGDON, 1658 28th Ave., West, Vancouver, barrister (648).

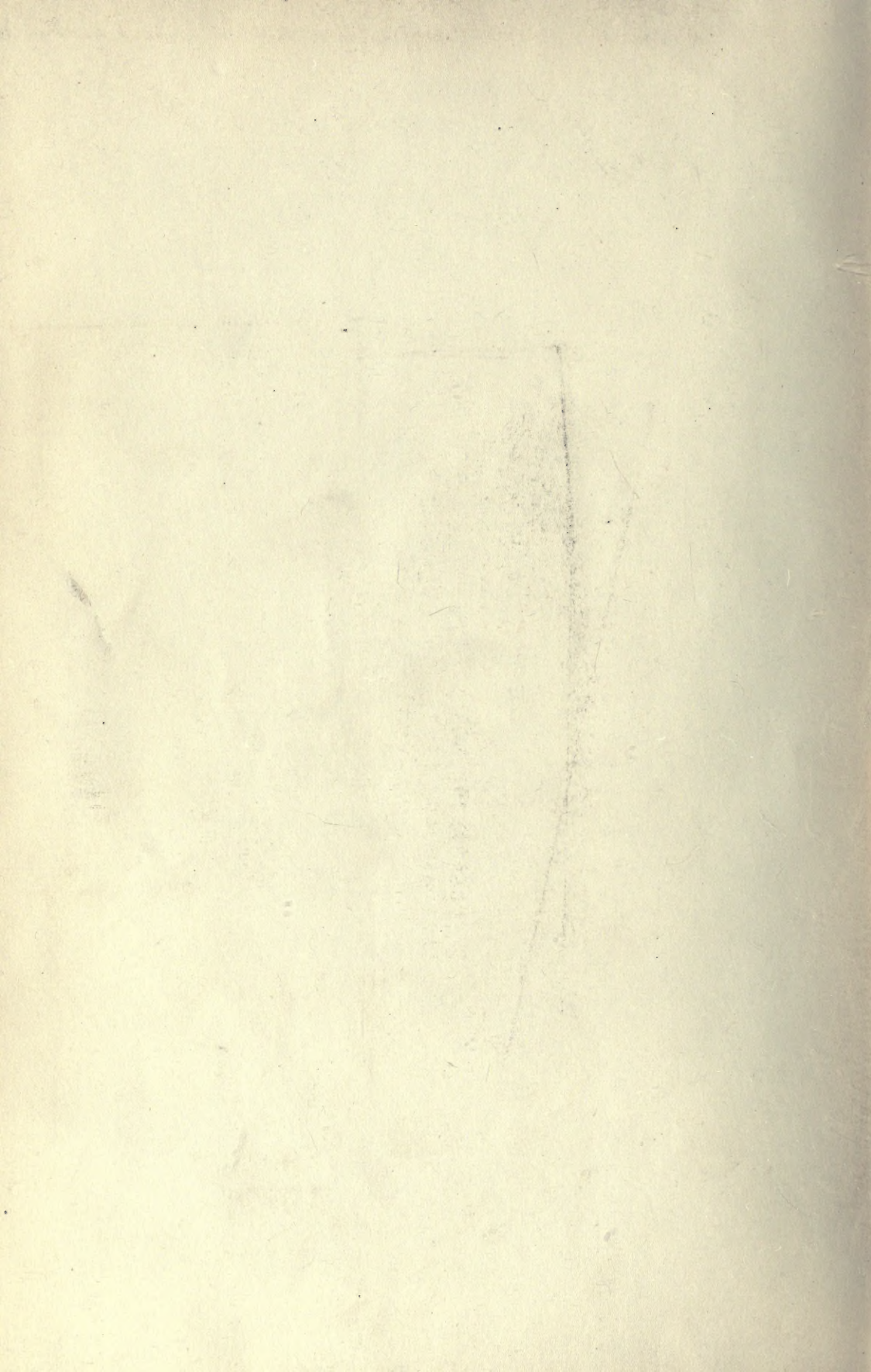














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